2007
Highway Safety Plan
& Performance Plan

Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Boulevard
P.O. Box 270
Jefferson City, MO 65102
800.800.2358 or 573.751.4161

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PROCESS DESCRIPTION

Missouri Department of Transportation Mission
To provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

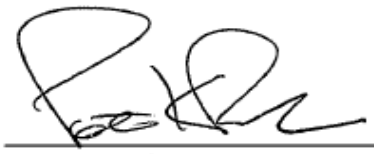
Missouri's Highway Safety Goal
Overall Goal – to reduce number and severity of traffic crashes occurring in Missouri
Specific Goal – to reduce traffic fatalities to 1,000 or fewer by the year 2008 as identified in the state's strategic highway safety plan, *Missouri's Blueprint for Safer Roadways.*

Highway Safety Plan and Performance Plan
The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) and Performance Plan. This document describes how Missouri's Section 402 State and Community Highway Safety Program grant (plus additional incentive grant funds and Section 154 transfer funds) will be used to promote highway safety within our state. The 2007 HSP encompasses the federal fiscal year October 1, 2006 through September 30, 2007.

The HSP will be a data driven, performance based, dynamic plan, allowing for continual review and modification in order to enhance the outcome of our efforts.

Submission
The Missouri Department of Transportation submits herewith the 2007 Highway Safety Plan and Performance Plan to:

The Honorable Matt Blunt, Governor of Missouri
Romell Cooks, NHTSA Central Region Administrator
Allen Masuda, FHWA Region VII Administrator



Pete K. Rahn
Governor's Representative for Highway Safety

Copies of this document are available for purchase by writing to:
Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Boulevard
Jefferson City, MO 65102

Or to download free at: www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAweb/

STATE CERTIFICATIONS AND ASSURANCES

(revised 8/25/05)

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of

alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

a. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace.
    2. The grantee's policy of maintaining a drug-free workplace.
    3. Any available drug counseling, rehabilitation, and employee assistance programs.
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
b. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
d. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit

an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
   (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
   (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
   (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
   (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

1. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
2. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
3. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
4. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions (see below).

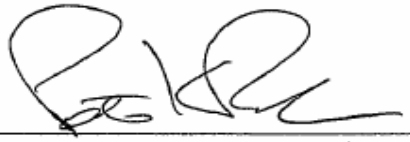
5. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
6. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
7. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8-24-06

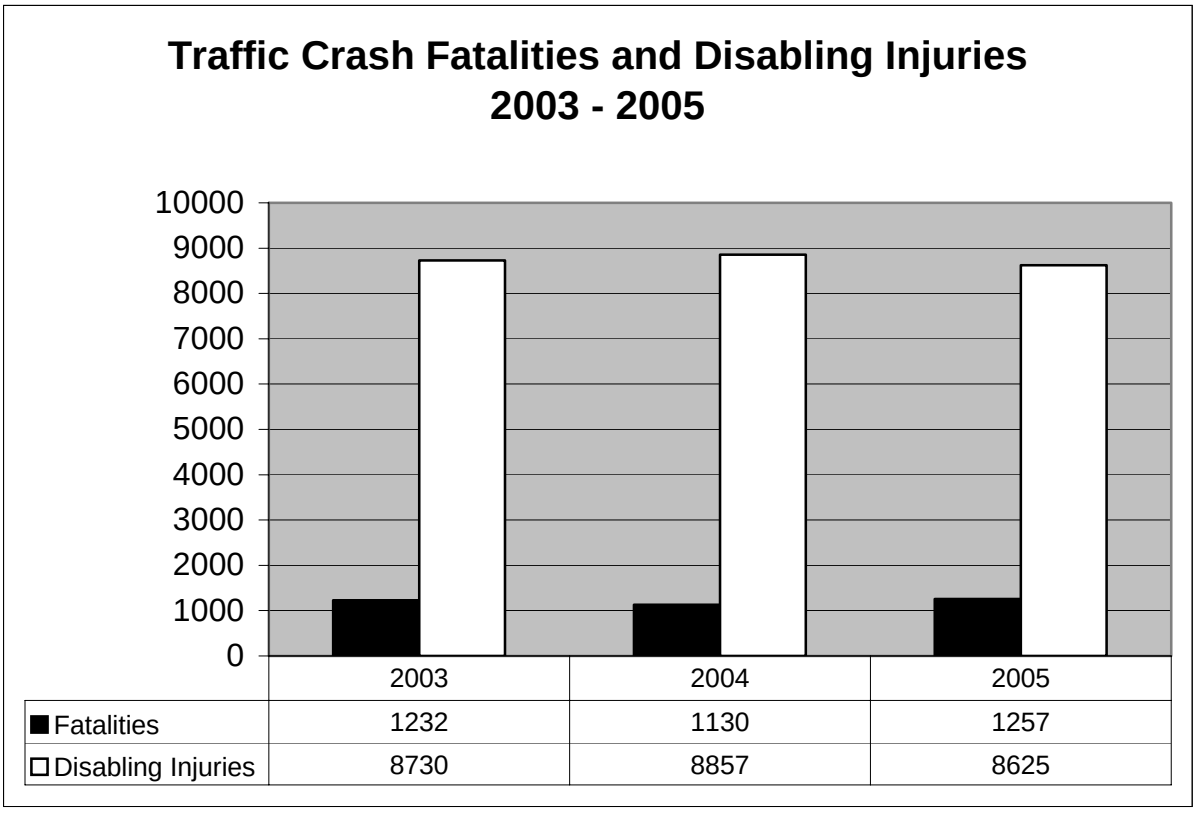
Date

MISSOURI'S HIGHWAY SAFETY PLAN (HSP) AND PERFORMANCE PLAN

Supporting Background – *Missouri's Blueprint for Safer Roadways*

In 2003, Missouri decided to participate with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, *Missouri's Blueprint for Safer Roadways* was developed that outlined strong opportunities to reduce fatal and serious injuries on Missouri's roads. The goal established in the *Blueprint* was set at **1,000 or fewer fatalities by 2008.** This is an 11.5% reduction from 2004, and a 19.7% reduction from 2005.

Year	Fatalities	Disabling Injuries
2002	1208	9151
2003	1232	8730
2004	1130	8857
2005	1257	8625
2002-2004 Total	3570	26738
2003-2005 Total	3619	26212



Blueprint **Strategies**

Through extensive data analysis, current research findings, and best practices, strategies were identified that must be implemented in order to make significant progress toward reaching the projected goal. These strategies were dubbed our "Essential Eight":

1. Pass a primary safety belt law, and maintain and enhance existing traffic safety laws;
2. Increase enforcement on targeted crash corridors;
3. Increase public education and information traffic safety issues;
4. Expand the installation of shoulder, edgeline and centerline rumble strips/rumble stripes;
5. Expand, improve and maintain roadways visibility features (markings, signs, lighting);
6. Expand installation of median 3-strand guard cable or equivalent barrier;
7. Deter, identify, arrest & adjudicate alcohol/other drug-impaired drivers & pedestrians;
8. Expand installation and maintenance of roadways shoulder and clear zones.

Four key Emphasis Areas were identified within the *Blueprint* and 17 Targets within them:

I – Serious Crash Types
1. Run-off-road
2. Horizontal curves
3. Head-on
4. Crashes w/trees or poles
5. Intersections

II – High-Risk Drivers
1. Occupant protection (use/non-use)
2. Distracted or fatigued
3. Aggressive driving
4. Impaired by alcohol or other drugs
5. Young drivers (less than 21)
6. Unlicensed, revoked or suspended
7. Older drivers (65 or older)

III – Special Vehicles
1. Commercial vehicles
2. Motorcycles
3. School Buses

IV – Vulnerable Roadway Users
1. Pedestrians
2. Bicyclists

For each of these emphasis areas and targets, strategies are being employed that incorporate engineering, enforcement, and education as well as public policy.

Blueprint **Implementation**

The *Blueprint* is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the state. The MCRS leads the charge to implement the *Blueprint* and encourage safety partners to focus their activities and programs in support of the "Essential Eight" and subsequent emphasis areas, targets, and strategies. The state has been divided into ten (10) regional coalitions that have each developed a safety plan. The coalitions meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts.

The *Blueprint* is an overarching strategic highway safety plan for the State of Missouri while the state's Section 402 Highway Safety Plan serves as one of the implementation components in support of the *Blueprint* efforts.

- → The ***Blueprint*** serves as a **roadmap** for the State's Highway Safety Plan
  - → The "**Essential Eight**" provide **direction** for the HSP to follow
    - → The **goal** (1,000 or fewer fatalities by 2008) determines our **final destination**

Highway Safety Plan (HSP) and Performance Plan Overview

Under the Highway Safety Act of 1966, the National Highway Traffic Safety Administration (NHTSA) provides grants and technical assistance to states and communities. Section 402 of the Act requires each state to have a highway safety program to reduce traffic crashes and deaths, injuries and property damage. Section 402 grant funds are apportioned to the states based on the ratio of state population to the national population (75%) and state public road mileage to the total national public road mileage (25%).

Section 402 funds are to be used to support the State's Performance Plan, which contains performance goals, based on the problems identified by the state, and Highway Safety Plan for the implementation of a program that addresses a wide range of highway safety problems related to human factors and the roadway environment and that contribute to the reduction of crashes and resulting deaths and injuries.

Benchmarks

Highway safety countermeasures are designed to enhance existing law enforcement and community/state efforts and to modify unsafe driving behaviors by promoting safe, responsible driving. Countermeasure development must also fulfill state statute requirements and federal guidelines.

Benchmarks are the "ideals" toward which we will strive. We believe that our countermeasure efforts may have an impact on the following problem areas: motor vehicle death and disabling injury rates; numbers and frequency of traffic crashes; hazardous moving violations; crashes involving special vehicles; use of safety devices; and deaths/disabling injuries involving high-risk drivers and involving vulnerable roadway users.

While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by the highway safety division. They are often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.

Strategic Advance to Conduct a Traffic Safety Assessment

In December 2005, the Highway Safety division participated in a strategic advance. The purpose of the Advance was to determine whether the state highway safety program was incorporating the best practices available into its countermeasure efforts.

1. A professional facilitator from MoDOT's Organizational Results team was secured to assist in our efforts.
2. Prior to the advance, each staff member was assigned to review a program area (e.g., alcohol, older drivers, aggressive drivers, young drivers) from the document *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*.
3. Each staff member prepared a Powerpoint presentation that provided input on best practices countermeasures that could be supported by traditional highway safety grant programs.
4. Assessments were conducted of Missouri's existing policies and programs; shortcomings and deficiencies were noted.
5. Best practice countermeasures were prioritized for incorporation in future planning efforts.

Partnerships

No highway safety office can work in a vacuum without communication, cooperation and coordination with our safety partners. This partnership approach allows us to expand our resources, generate diverse ideas, and incorporate new concepts and projects into our Highway Safety Plan. A sampling of the myriad of our safety partners includes:

- American Automobile Association
- American Association of Retired Persons
- Blueprint Regional Coalitions (10 – Northwest, North Central, Northeast, Kansas City, Central, St. Louis, Southwest, Springfield, South Central, Southeast)
- Cape Girardeau Safe Communities Program
- County Health Departments
- East-West Gateway Coordinating Council
- Emergency Nurses Association
- Federal Highway Administration
- Federal Motor Carrier Administration
- Institutions of Higher Education (public and private)
- Law Enforcement Traffic Safety Advisory Council
- Law Enforcement Training Academies
- Mid-American Regional Council
- Missouri Association of Insurance Agents
- Missouri Automobile Dealers Association
- Missouri Coalition for Roadway Safety
- Missouri Department of Health and Senior Services
- Missouri Department of Labor and Industrial Relations
- Missouri Department of Mental Health
- Missouri Department of Public Safety
- Missouri Department of Revenue
- Missouri Department of Transportation
- Missouri Division of Alcohol and Drug Abuse
- Missouri Division of Alcohol and Tobacco Control
- Missouri Head Injury Advisory Council
- Missouri Motor Carriers Association
- Missouri Office of Prosecution Services
- Missouri Police Chiefs Association
- Missouri Safety Center
- Missouri Safety Council
- Missouri Sheriffs Association
- Missouri State Highway Patrol
- Missouri Youth/Adult Alliance
- Mothers Against Drunk Driving
- Motorcycle Safety Committee
- National Highway Traffic Safety Administration Central Region
- Office of State Courts Administrator
- Operation Impact
- Partners in Environmental Change
- Partners in Prevention
- Safe Kids Coalitions
- Safety Council of the Ozarks
- State Farm Insurance
- Think First Missouri
- Traffic Safety Alliance of the Ozarks

In addition to our Highway Safety partners, each *Blueprint* regional coalition has an extensive base of local partners. The highway safety office is able to collaborate with those partners at a lower tier level by working through our regional coalition contacts.

Planning, Programming and Implementation Timeframes

The state's highway safety program, as explained earlier, is a federal grant program. The federal fiscal year runs from the period October 1 through September 30.

The tables on the following pages represent the timeframes within which the agency must operate in order to meet our federal requirements. The timeframes also provide a quick overview of when grant applications, program reports, and annual reports are due. This information provides our grantees and the general public a clearer picture of our internal process.

Some dates are firm—those established by the federal government for submitting our HSP, Annual Report, and supplemental grant applications. Some of the dates established by the Highway Safety Division are more fluid; they may be revised in order to allow the agency to function more efficiently.

The first table sets the timeframes for the basic Section 402 State and Community Program Grant and the Annual Report for that grant. The second table establishes the timeframes for supplemental grants the agency may receive under the additional provisions of SAFETEA-LU.

Planning, Programming and Implementation Timeframes

Highway Safety Plan and Annual Report

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection and analysis			O	N	G	O	I	N	G			
Contract monitoring (HS staff)			O	N	G	O	I	N	G			
Grantee monthly reimbursement vouchers due				DUE	BY	THE	10TH	EACH	MONTH			
Solicitation letters sent to prospective grantees					1							
Regional grant application training sessions						1 - 15						
Grant applications due to HS								1				
Grant applications review & budget meetings									15 - 30			
HSP & Performance Plan due to NHTSA											31	
Mail grantee award and denial letters												1
Contracts written and reviewed internally												10
Regional contract award workshops w/grantees												15
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports	15											
Year end reports due from grantees		15										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									

Planning, Programming and Implementation Timeframes

SAFETEA-LU Incentive Grant Programs (other than 402)

ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection and analysis			O	N	G	O	I	N	G			
Contract monitoring by HS staff			O	N	G	O	I	N	G			
Grantee monthly reimbursement vouchers due					DUE	BY	THE	10TH				
Section 405 Occupant Protection Incentive Grant application due					15							
Section 406 Safety Belt Incentive Grant application due										1		
Section 408 Data Improvement Incentive Grant application due									15			
Section 410 Alcohol Impaired Driving Incentive Grant application due											1	
Section 1906 Racial Profiling Incentive Grant application due										1		
Section 2010 Motorcycle Safety Incentive Grant application due											18	
Section 2011 Child Safety and Booster Seat Incentive Grant application due	State makes application when it can verify their law has passed and is being enforced.											

Grant Applications

The Highway Safety Division hosts grant application workshops to which all potential grantees are invited. These workshops are held in five strategic regional locations (Farmington, Creve Coeur, Jefferson City, Springfield, and Lee's Summit) so that no participant has to travel terribly far in order to attend. They are usually scheduled between March 1 and 15.

At the workshops, participants are provided a packet explaining the mission of the program, the types of projects eligible for award, and (for local law enforcement agencies) statistical reports of their fatal and personal injury ranking for total crashes and crashes attributed to alcohol use, speeding, and young drivers.

Highway Safety program coordinators state the purpose of the highway safety program and the statewide goal, and help the potential grantees understand how their efforts are required in order to positively affect the goal. The program areas are identified and the Highway Safety Division's web-based grant management system is detailed for them. These seminars are used as an opportunity to share any new contract conditions or legislative changes that may impact our grant program. They are told that the deadline date for submission of applications is May 1.

Grant Selection Process

The highway safety program staff members each review the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to **determine their relevancy toward meeting our highway safety goals**. If clarification is needed, they contact the applicants. In essence, they prepare a case, based on their knowledge and experience, to support or deny the application to the rest of the staff.

Fatal and disabling injury crash rankings are performed for all cities and counties in the state. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, and older drivers. Law enforcement applications are assessed to determine where they fit within the rankings by the type of project they are choosing to conduct. While the highest-ranking cities/counties are most often given priority because of the potential impact their project will have, other considerations are taken into account. For instance, a lower-ranking city may be given a project because their county ranks high or they may fall within a dangerous corridor. Some communities may be given a project in order that they can become an active participant in the national mobilizations; while others are given consideration because we have determined a need exists to garner traffic safety minded agencies within a particular geographic location.

An internal team comprised of Highway Safety program staff and the traffic safety section of MoDOT's Traffic Division review all grant applications. Several days are set aside to review all applications and hear both pro and con arguments. The reviewers assess the applications taking many factors into consideration:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motorcycle, pedestrian or bicycle safety)?
- Does the project address the Key Emphasis Areas identified within the Blueprint and does it have the ability to impact statewide traffic crash fatalities and disabling injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted population, demonstrated need, and the impact this effort would have on traffic safety problems in their community?
- Have they proposed "best practices" countermeasures in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection surveys)?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., sobriety checkpoints, server training, underage drinking prevention)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal regional goals for highway safety?
- Have they proposed any innovative countermeasures and, if so, have they proposed an effective means to evaluate their efforts?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies, conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- If applicable, has our past experience with this grantee been a positive one (have they performed according to expectations)?
- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, is the equipment supporting a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?
- Is there sufficient funding in the budget to support all or part of this application?

The applications are discussed at length to determine whether they should be supported, at what level of support, from which grant funding source they should be taken, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit).

Equipment requests are generally required to include a 50% match. When a local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support. During the meeting, this information is continually updated into our grant management system so that we are working with real-time information. By the end of the meeting, we have a complete listing of the activities we have chosen to support to best satisfy our mission and reach our goal.

Grantee Compliance Requirements

All law enforcement agencies are required to report the following information to the appropriate state repositories. Failure to do so may result in the loss of Highway Safety grant funding.

Uniform Crime Reporting—RSMo 43.505—Crime incident reports shall be submitted to the Department of Public Safety on the forms or in the format prescribed by DPS, as shall any other crime incident information which may be required by DPS.

Racial Profiling—RSMo 590.650—Each law enforcement agency shall compile the data described in subsection 2 of Section 590.650 for the calendar year into a report to the Attorney General and submit the report to the AG no later than March first of the following calendar year.

Statewide Traffic Accident Reporting System (STARS)—RSMo 43-250: Every law enforcement officer who investigates a motor vehicle accident resulting in injury or death to a person, or total property damage to an apparent extent of $500 or more to one person, or who otherwise prepares a written report as a result of an investigation of an accident, shall forward a written report of such accident to the Superintendent of the MSHP within ten days after investigation of the accident, except that upon the approval of the Superintendent, the report may be forwarded at a time and/or in a form other than as required in this statute.

Driving While Intoxicated Tracking System (DWITS)— A fully functional statewide Traffic Arrest System / DWI Tracking System was implemented in January 2005 that interfaces the MSHP, Department of Revenue, and Office of State Court Administrator systems with the capability to track a DWI offense from the initial arrest by a law enforcement agency, through prosecution with disposition and charge amendment, and to the final court disposition and charge amendment. In addition, it can be used to identify habitual DWI offenders and conduct baseline, geographic, or demographic statistical DWI analyses.

The DWITS is a secure, real-time offense management system deployed via an Intranet for use by authorized state and local criminal justice agencies, county/municipal prosecutor offices, and county/municipal courts. Criminal justice agencies maintain traffic violation and DWI offense data that are immediately available to the subsequent criminal justice jurisdiction to append disposition information to the offense record. Although utilization of DWITS is voluntary for law enforcement, prosecutors, and courts, all law enforcement agencies have been strongly encouraged to participate.

Law Enforcement Vehicular Pursuit Training—Section 402 subsection (l) pursuant to SAFETEA-LU, requires states to actively encourage all relevant law enforcement agencies in the state to follow guidelines set for vehicular pursuits issued by the International Association of Chiefs of Police. The Highway Safety division, by way of letter and inclusion in the Highway Safety Contract Conditions, encourages all Missouri law enforcement agencies to follow the IACP Vehicular Pursuit Guidelines.

Standardized Field Sobriety Testing (SFST)—Effective in the 2007 grant year, all officers working DWI enforcement grant activities will be required to have 24 hours of SFST training (increased from the previous requirement of 16 hours).

STATEWIDE TRAFFIC CRASH ANALYSIS

Making the roadway traffic system less hazardous requires understanding the system as a whole, understanding the interaction between its elements – vehicles, roads, road users and their physical, social and economic environments – and identifying where there is potential for intervention. This integrated approach more effectively addresses our traffic safety problems.

Problem Identification

Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

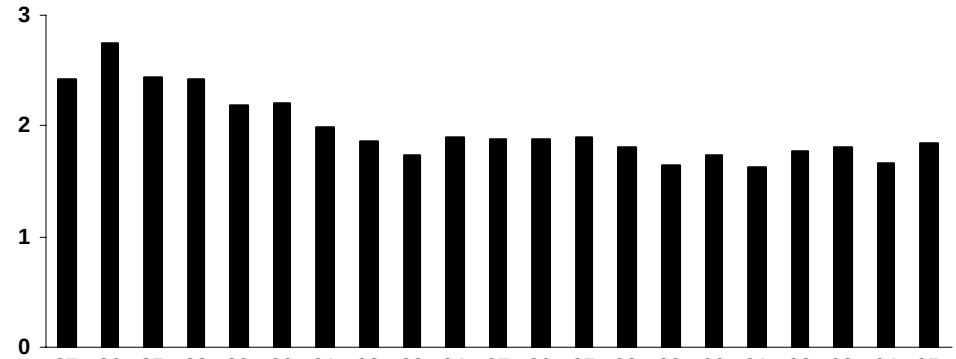
According to studies, statistics and the experts, human factors (behaviors) are seen as the most prevalent factors contributing to traffic crashes—93%, followed by roadway environment—33%, and finally vehicle factors—13% (US General Accounting Office, Highlight of GAO-03-436, *A Report to Congressional Requesters*, March 2003.

Research has shown that the numbers of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the road layout. A single year's data is subject to considerable statistical variation. Three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. We've chosen, from this point on, to analyze statistical data from the most current three years.

In the 3-year period **2003-2005**, a total of **3,619 people died** on Missouri's roadways while another **26,212 suffered disabling injuries**. A fatality is recorded when a victim is dead or dies within 30 days of the crash date from injuries sustained in the crash. A disabling injury is recorded when a victim, observed at the scene, has sustained injuries that prevent them from walking, driving, or continuing activities the person was capable of performing before the crash. While we recognize that many crashes result in property damage only, we have targeted Fatal and Disabling Injury crashes because they are more costly in human suffering, social and economic terms.

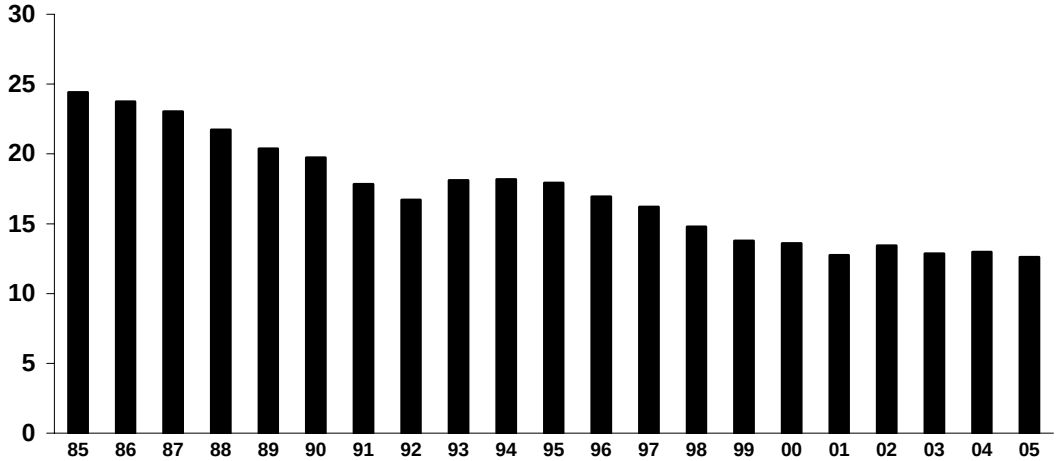
The graphs on the following pages show death and disabling injury rates. The graphs on the next page present a long-term depiction covering the 20-year period 1985 through 2005. The graphs on the following page address only the 3-year period 2003-2005 assessed within this Plan.

MISSOURI DEATH RATE
1985-2005

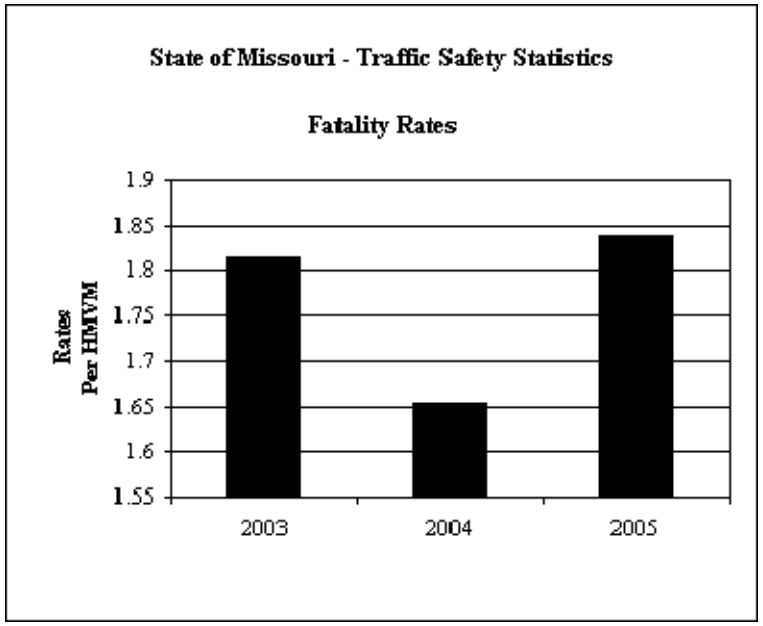


YEAR	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05
DEATH RATE	2.4	2.7	2.4	2.4	2.2	2.2	2.0	1.9	1.7	1.9	1.9	1.9	1.9	1.8	1.6	1.7	1.6	1.8	1.8	1.7	1.8

MISSOURI DISABLING INJURY RATE
1985-2005



YEAR	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05
DISABLING INJURY RATE	24.4	23.8	23.0	21.7	20.4	19.7	17.8	16.7	18.1	18.2	17.9	16.9	16.2	14.8	13.8	13.6	12.7	13.4	12.9	13.0	12.6



Year	Fatalities	Disabling Injuries	Miles [1] Traveled	Fatality [2] Rate	Disabling [3] Injury Rate
2003	1,232	8,729	67,929,000,000	1.8	12.9
2004	1,130	8,857	68,806,000,000	1.6	12.9
2005	1,257	8,625	68,754,000,000	1.8	12.5

[1]Miles traveled were obtained from the Missouri Department of Transportation – Planning (not an official number)

[2]Number of fatalities per 100 million miles of vehicle travel.

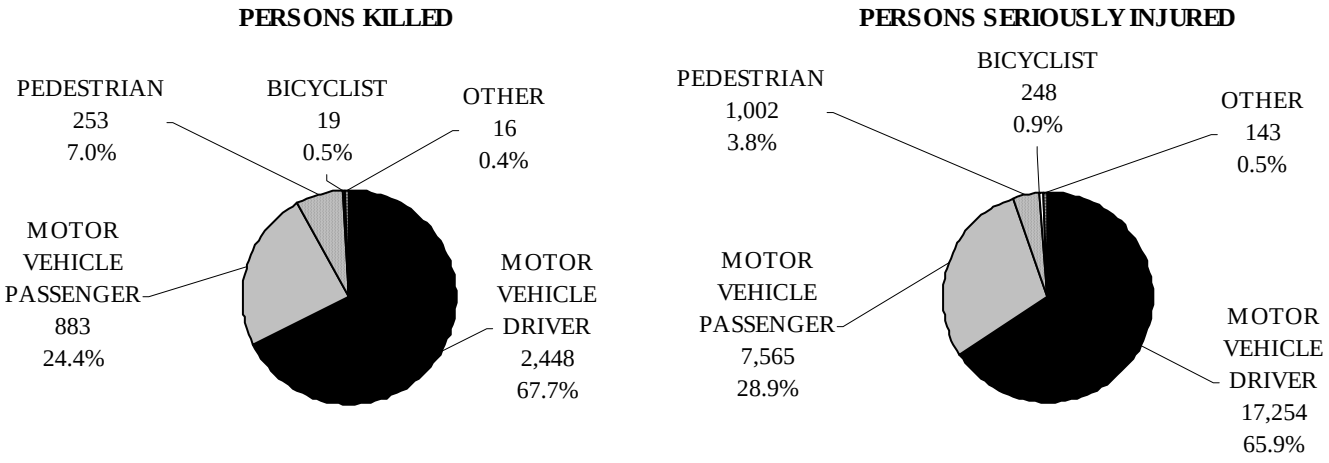
[3]Number of disabling injuries per 100 million miles of vehicle travel.

Current Traffic Crash Data: 2003-2005

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2003-2005, there were 540,126 traffic crashes. In 3,216 of these crashes one or more people were killed and in 19,689 crashes, someone was seriously injured. A total of 3,619 people lost their lives and 26,212 were seriously injured.

A substantial number of persons killed and injured in Missouri's 2003-2005 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 67.7% were drivers and 24.4% were passengers; of those seriously injured, 65.9% were drivers and 28.9% were passengers. Although pedestrians do not make up a substantial proportion of person seriously injured in Missouri traffic crashes (3.8%), they do account for a larger proportion of those killed in these incidents (7.0)%.

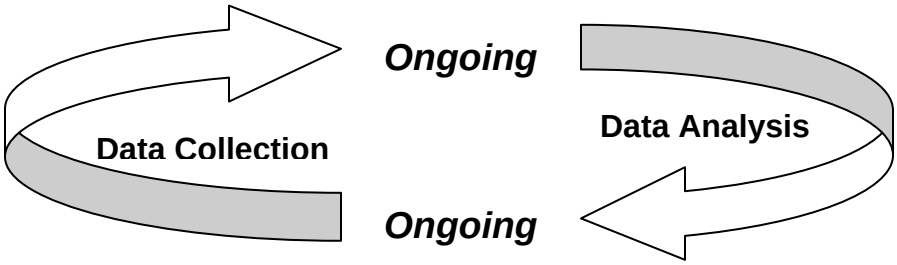
2003-2005 MISSOURI FATALITIES AND DISABLING INJURIES



Note: OTHER = drivers/passengers of farm implements, motorized bicycles, other transport devices

Data Collection

Data is the cornerstone of this study, and is essential for diagnosing crash problems and monitoring efforts to solve traffic safety problems. We must identify the demographics of the roadway users involved in crashes, what behaviors or actions led to their crashes, and the conditions under which the crashes occurred. Data collection and analysis is dynamic throughout the year.



When data is effectively used to identify repeating patterns in the dynamic interaction of people, pavement, vehicles, traffic, and other conditions, there is increased potential for effective mitigation. From this comes reduction in the number and severity of crashes, resulting in fewer fatalities and disabling injuries.

The Missouri State Highway Patrol serves as the central repository for all traffic crash data in the state. Utilizing their crash statistics, the Safety Section of MoDOT's Traffic Division performed needed data analysis. Statistics on fatalities and disabling injuries were compiled for the calendar years 2003-2005 (as opposed to extrapolating one year's worth of data) in order to capture a more representative sampling, thereby more effectively normalizing the data.

Collisions were analyzed to identify:

- *Occurrence* – time of day, day of week, month of year, holidays and/or special events
- *Roadways* – urban versus rural, design, signage, traffic volume, work zones, visibility factors, location within high accident corridors
- *Roadway users* – age, gender, vehicle user versus pedestrian
- *Safety devices* – used/not used (safety belts, child safety seats, motorcycle helmets)
- *Causation factors* –
  Primary: aggressive driving, impaired by alcohol and/or other drugs, distracted or fatigued, speeding or driving too fast for conditions, red light running
  Secondary: run off the road, head-on, horizontal curves, collisions with trees or utility poles, unsignalized intersections
- *Vehicles* – type

Contributing Factors

Analysis of our statewide traffic crash data was based on the four Emphasis Areas and their targets as defined in the *Blueprint for Safer Roadways*:

- Emphasis Area I – Serious Crash Types
  - Emphasis Area II – High-Risk Drivers
    - Emphasis Area III – Special Vehicles
      - Emphasis Area IV – Vulnerable Roadway Users

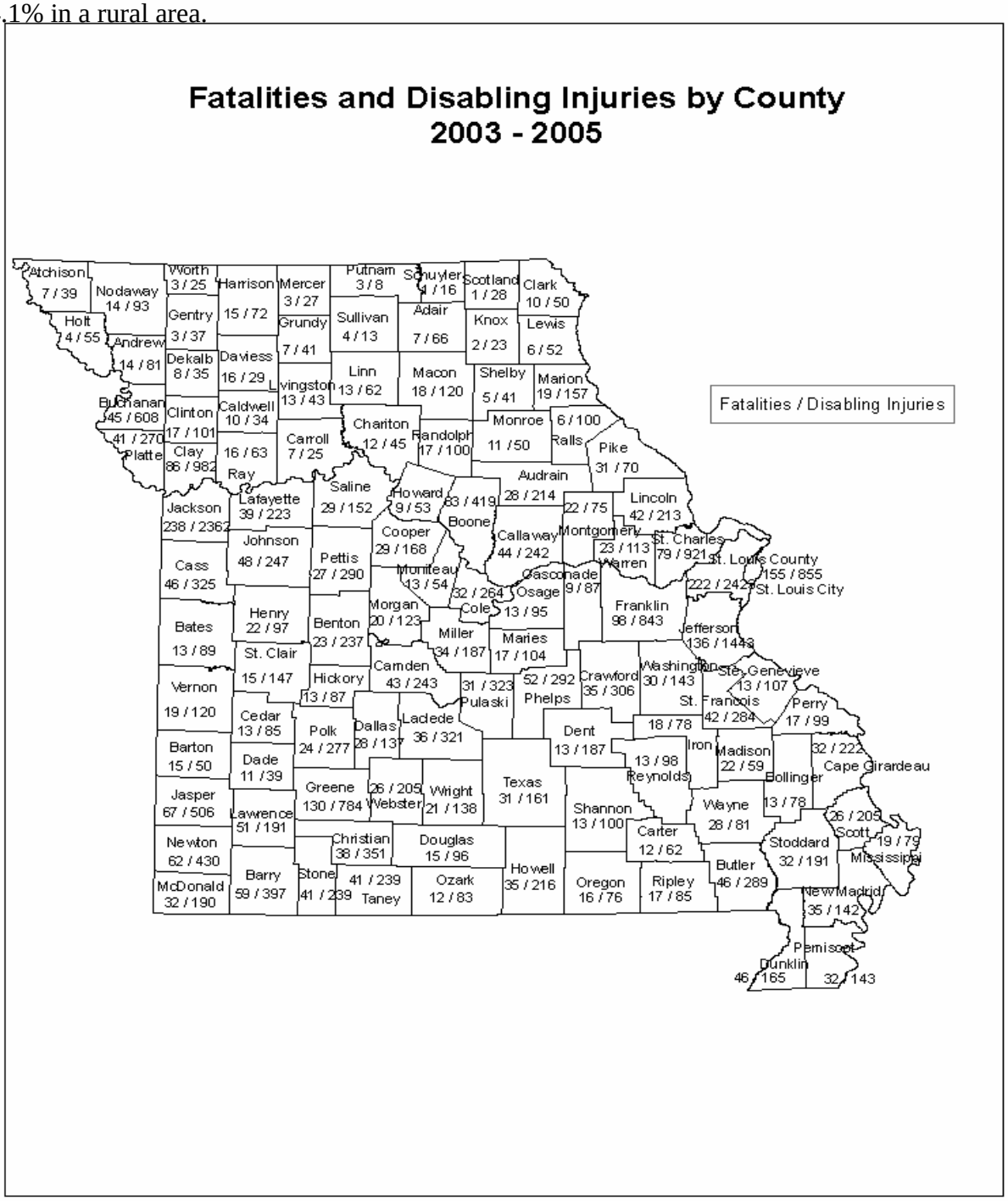
Total Fatalities and Disabling Injuries by Target Area
2003-2005

Description	Total Fatalities
Nonuse of Occupant Protection Devices	2,113
Killed in Run-Off-Road Crashes	1,685
Aggressive Driving Involved • Following too close • Too fast for conditions • Speed exceeded limit TOTAL for 3 conditions	 79 962 603 1,644
Horizontal Curves Involved	1,249
Distracted/Fatigued Drivers Involved	884
Alcohol & Other Drugs Involved	840
Young Drivers—Less than 21 Involved	790
Killed in Head-On Crashes	629
Commercial Vehicles Involved	555
Killed in Collision w/Tree	479
Unlicensed Drivers Involved	431
Older Drivers—65-75 Involved	304
Killed in Unsignalized Intersection Crashes	297
Older Drivers – 76 or Older Involved	273
Pedestrians Killed	253
Motorcyclists Killed	232
Killed in Collision with Utility Pole	122
Killed in Signalized Intersection Crashes	78
Killed in Work-Zones	66
Killed in Head-On Crashes on Interstates	65
Bicyclists Killed	19
School Buses Involved	18

Description	Total Disabling Injuries
Severely Injured in Run-Off-Road Collisions	10,652
Aggressive Driving Involved • Following too close • Too fast for conditions • Speed exceeded limit TOTAL for 3 conditions	 1,536 7,001 1,777 10,314
Nonuse of Occupant Protection Devices	8,987
Young Drivers—Less than 21 Involved	7,376
Horizontal Curves Involved	7,180
Distracted/Fatigued Drivers Involved	6,781
Severely Injured in Unsignalized Intersection Crashes	4,193
Alcohol and Other Drugs Involved	4,149
Severely Injured in Collision w/ Tree	2,778
Severely Injured in Head-On Crashes	2,675
Unlicensed Drivers Involved	2,159
Older Drivers – 65-75 Involved	2,026
Commercial Vehicles Involved	1,991
Severely Injured in Signalized Intersection Crashes	1,747
Motorcyclists Severely Injured	1,621
Older Drivers – 76 or Older Involved	1,411
Pedestrians Severely Injured	1,002
Killed in Collision with Utility Pole	797
Severely Injured in Work-Zones	418
Bicyclists Severely Injured	273
School Buses Involved	163
Severely Injured in Head-On Crashes on Interstate	124

Urban versus Rural Crash Experience

As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 22,905 fatal and disabling injury crashes in 2003-2005, 35.2% occurred in an urban community having a population of 5,000 or more and 64.8% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 2003-2005 fatal traffic crashes, 25.9% occurred in an urban area of the State and 74.1% in a rural area.



2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES
RANK-ORDER CITY LIST

City Rank	City	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	NON-CITY OR UNINCORPORATED	2543	15874	18417	61.74%	61.74%
2	KANSAS CITY	199	1464	1663	5.57%	67.31%
3	ST. LOUIS	155	855	1010	3.39%	70.70%
4	ST. JOSEPH	18	523	541	1.81%	72.51%
5	SPRINGFIELD	59	419	478	1.60%	74.11%
6	LEE'S SUMMIT	12	384	396	1.33%	75.44%
7	JOPLIN	18	359	377	1.26%	76.71%
8	INDEPENDENCE	38	337	375	1.26%	77.96%
9	LIBERTY	9	322	331	1.11%	79.07%
10	COLUMBIA	39	266	305	1.02%	80.09%
11	BLUE SPRINGS	8	255	263	0.88%	80.98%
12	ST. CHARLES	12	233	245	0.82%	81.80%
13	ST. PETERS	10	137	147	0.49%	82.29%
14	O'FALLON	13	121	134	0.45%	82.74%
15	BRIDGETON	11	107	118	0.40%	83.13%
16	EXCELSIOR SPRINGS	3	111	114	0.38%	83.52%
17	CHESTERFIELD	9	100	109	0.37%	83.88%
18	MEXICO	2	106	108	0.36%	84.24%
19	HAZELWOOD	11	88	99	0.33%	84.58%
20	FERGUSON	3	94	97	0.33%	84.90%
21	MARYLAND HEIGHTS	11	84	95	0.32%	85.22%
22	LEBANON	2	91	93	0.31%	85.53%
23	BELTON	9	75	84	0.28%	85.81%
24	KIRKWOOD	4	79	83	0.28%	86.09%
25	SEDALIA	5	78	83	0.28%	86.37%
26	SUNSET HILLS	9	71	80	0.27%	86.64%
27	JEFFERSON CITY	11	62	73	0.24%	86.88%
28	FLORISSANT	7	65	72	0.24%	87.12%
29	KENNETT	5	67	72	0.24%	87.37%
30	TOWN AND COUNTRY	3	69	72	0.24%	87.61%
31	EUREKA	12	55	67	0.22%	87.83%
32	BERKELEY	9	57	66	0.22%	88.05%
33	ARNOLD	8	55	63	0.21%	88.26%
34	PEVELY	4	59	63	0.21%	88.48%
35	RAYTOWN	4	59	63	0.21%	88.69%
36	POPLAR BLUFF	5	53	58	0.19%	88.88%
37	FARMINGTON	4	53	57	0.19%	89.07%
38	NEVADA	3	54	57	0.19%	89.26%
39	GLADSTONE	3	53	56	0.19%	89.45%
40	WILDWOOD	4	52	56	0.19%	89.64%
41	WENTZVILLE	3	52	55	0.18%	89.82%
42	ST. ROBERT	7	45	52	0.17%	90.00%
43	UNIVERSITY CITY	5	46	51	0.17%	90.17%
44	ROLLA	3	46	49	0.16%	90.33%
45	NEOSHO	4	43	47	0.16%	90.49%

46	NORTH KANSAS CITY	7	40	47	0.16%	90.65%
47	WEST PLAINS	8	39	47	0.16%	90.80%
48	CAPE GIRARDEAU	8	38	46	0.15%	90.96%
49	CREVE COEUR	2	44	46	0.15%	91.11%
50	HARRISONVILLE	4	42	46	0.15%	91.27%
51	FESTUS	7	38	45	0.15%	91.42%
52	WAYNESVILLE	2	43	45	0.15%	91.57%
53	BRANSON	8	36	44	0.15%	91.72%
54	GRANDVIEW	7	37	44	0.15%	91.86%
55	OZARK	4	38	42	0.14%	92.00%
56	JENNINGS	4	37	41	0.14%	92.14%
57	BALLWIN	2	38	40	0.13%	92.28%
58	HANNIBAL	2	38	40	0.13%	92.41%
59	TROY	1	39	40	0.13%	92.54%
60	OSAGE BEACH	3	36	39	0.13%	92.68%
61	UNION	8	31	39	0.13%	92.81%
62	RICHMOND HEIGHTS	3	34	37	0.12%	92.93%
63	ST. ANN	0	36	36	0.12%	93.05%
64	BELLEFONTAINE NEIGHBORS	1	34	35	0.12%	93.17%
65	SIKESTON	4	31	35	0.12%	93.29%
66	AURORA	2	32	34	0.11%	93.40%
67	WEBSTER GROVES	2	31	33	0.11%	93.51%
68	ELLISVILLE	1	31	32	0.11%	93.62%
69	LAKE ST. LOUIS	1	31	32	0.11%	93.72%
70	OVERLAND	1	31	32	0.11%	93.83%
71	CARTHAGE	1	30	31	0.10%	93.94%
72	ST. CLAIR	1	30	31	0.10%	94.04%
73	OLIVETTE	0	30	30	0.10%	94.14%
74	BOURBON	4	24	28	0.09%	94.23%
75	MANCHESTER	0	28	28	0.09%	94.33%
76	MOBERLY	4	24	28	0.09%	94.42%
77	FENTON	5	22	27	0.09%	94.51%
78	CLAYTON	1	25	26	0.09%	94.60%
79	WEBB CITY	1	25	26	0.09%	94.69%
80	KIRKSVILLE	1	24	25	0.08%	94.77%
81	PARK HILLS	1	24	25	0.08%	94.85%
82	FREDERICKTOWN	1	23	24	0.08%	94.93%
83	BRENTWOOD	1	22	23	0.08%	95.01%
84	JACKSON	2	21	23	0.08%	95.09%
85	MAPLEWOOD	0	23	23	0.08%	95.17%
86	MARSHFIELD	1	22	23	0.08%	95.24%
87	SALEM	0	23	23	0.08%	95.32%
88	CAMDENTON	1	20	21	0.07%	95.39%
89	CRYSTAL CITY	2	19	21	0.07%	95.46%
90	DES PERES	3	18	21	0.07%	95.53%
91	PACIFIC	5	16	21	0.07%	95.60%
92	WASHINGTON	4	17	21	0.07%	95.67%
93	CLINTON	4	16	20	0.07%	95.74%
94	BUFFALO	2	17	19	0.06%	95.80%
95	COTTLEVILLE	3	16	19	0.06%	95.87%
96	HOLLISTER	2	17	19	0.06%	95.93%
97	MOSCOW MILLS	3	16	19	0.06%	95.99%

98	NIXA	2	17	19	0.06%	96.06%
99	FULTON	3	15	18	0.06%	96.12%
100	LADUE	0	18	18	0.06%	96.18%
101	CARUTHERSVILLE	2	14	16	0.05%	96.23%
102	DE SOTO	1	15	16	0.05%	96.29%
103	GRAIN VALLEY	1	15	16	0.05%	96.34%
104	PLEASANT HILL	3	13	16	0.05%	96.39%
105	RIVERSIDE	2	14	16	0.05%	96.45%
106	ST. JAMES	4	12	16	0.05%	96.50%
107	WELLSTON	1	15	16	0.05%	96.55%
108	CUBA	2	13	15	0.05%	96.60%
109	NORMANDY	2	13	15	0.05%	96.65%
110	OAK GROVE	1	14	15	0.05%	96.70%
111	PAGEDALE	0	15	15	0.05%	96.76%
112	HERCULANEUM	0	14	14	0.05%	96.80%
113	TRENTON	1	13	14	0.05%	96.85%
114	BOONVILLE	4	9	13	0.04%	96.89%
115	NEW MADRID	4	9	13	0.04%	96.94%
116	BEL-RIDGE	0	12	12	0.04%	96.98%
117	BOLIVAR	1	11	12	0.04%	97.02%
118	CLAYCOMO	0	12	12	0.04%	97.06%
119	LAKE LOTAWANA	3	9	12	0.04%	97.10%
120	RAYMORE	3	9	12	0.04%	97.14%
121	REPUBLIC	1	11	12	0.04%	97.18%
122	SHREWSBURY	0	12	12	0.04%	97.22%
123	STRAFFORD	2	10	12	0.04%	97.26%
124	BETHANY	0	11	11	0.04%	97.29%
125	BYRNES MILL	0	11	11	0.04%	97.33%
126	CRESTWOOD	1	10	11	0.04%	97.37%
127	DELLWOOD	1	10	11	0.04%	97.41%
128	HILLSBORO	2	9	11	0.04%	97.44%
129	MARIONVILLE	2	9	11	0.04%	97.48%
130	MONETT	2	9	11	0.04%	97.52%
131	MOUNTAIN GROVE	1	10	11	0.04%	97.55%
132	WARRENSBURG	2	9	11	0.04%	97.59%
133	WARSAW	0	11	11	0.04%	97.63%
134	LAKE OZARK	4	6	10	0.03%	97.66%
135	LEXINGTON	1	9	10	0.03%	97.69%
136	MARSHALL	0	10	10	0.03%	97.73%
137	SMITHVILLE	1	9	10	0.03%	97.76%
138	BERNIE	4	5	9	0.03%	97.79%
139	BILLINGS	2	7	9	0.03%	97.82%
140	BRECKENRIDGE HILLS	2	7	9	0.03%	97.85%
141	CABOOL	3	6	9	0.03%	97.88%
142	CARL JUNCTION	1	8	9	0.03%	97.91%
143	CASSVILLE	2	7	9	0.03%	97.94%
144	GREENFIELD	0	9	9	0.03%	97.97%
145	HOUSTON	2	7	9	0.03%	98.00%
146	MARYVILLE	2	7	9	0.03%	98.03%
147	MINER	2	7	9	0.03%	98.06%
148	PINE LAWN	0	9	9	0.03%	98.09%
149	PLEASANT VALLEY	1	8	9	0.03%	98.12%

150	ROGERSVILLE	1	8	9	0.03%	98.15%
151	SUGAR CREEK	1	8	9	0.03%	98.18%
152	SULLIVAN	1	8	9	0.03%	98.21%
153	WARRENTON	1	8	9	0.03%	98.24%
154	WILLARD	1	8	9	0.03%	98.27%
155	WILLOW SPRINGS	2	7	9	0.03%	98.30%
156	WOODSON TERRACE	1	8	9	0.03%	98.33%
157	ALBANY	0	8	8	0.03%	98.36%
158	EL DORADO SPRINGS	1	7	8	0.03%	98.39%
159	ELDON	3	5	8	0.03%	98.41%
160	FRONTENAC	1	7	8	0.03%	98.44%
161	GLENDALE	0	8	8	0.03%	98.47%
162	KEARNEY	1	7	8	0.03%	98.49%
163	NOEL	3	5	8	0.03%	98.52%
164	PECULIAR	3	5	8	0.03%	98.55%
165	THAYER	1	7	8	0.03%	98.58%
166	WINONA	1	7	8	0.03%	98.60%
167	WRIGHT CITY	2	6	8	0.03%	98.63%
168	BONNE TERRE	2	5	7	0.02%	98.65%
169	BROOKFIELD	3	4	7	0.02%	98.68%
170	CAMERON	0	7	7	0.02%	98.70%
171	CAMPBELL	1	6	7	0.02%	98.72%
172	CHARLESTON	1	6	7	0.02%	98.75%
173	MOUNT VERNON	1	6	7	0.02%	98.77%
174	OAKLAND	2	5	7	0.02%	98.79%
175	PLATTE CITY	0	7	7	0.02%	98.82%
176	POTOSI	2	5	7	0.02%	98.84%
177	DEXTER	1	5	6	0.02%	98.86%
178	IRONTON	1	5	6	0.02%	98.88%
179	KIMBERLING CITY	1	5	6	0.02%	98.90%
180	MOUNTAIN VIEW	2	4	6	0.02%	98.92%
181	NORWOOD COURT	0	6	6	0.02%	98.94%
182	OWENSVILLE	0	6	6	0.02%	98.96%
183	PARKVILLE	1	5	6	0.02%	98.98%
184	PERRYVILLE	1	5	6	0.02%	99.00%
185	SCOTT CITY	0	6	6	0.02%	99.02%
186	AVA	2	3	5	0.02%	99.04%
187	BELLE	1	4	5	0.02%	99.05%
188	BOWLING GREEN	3	2	5	0.02%	99.07%
189	CENTRALIA	1	4	5	0.02%	99.09%
190	CHILLICOTHE	1	4	5	0.02%	99.10%
191	CLEVER	1	4	5	0.02%	99.12%
192	LOUISIANA	2	3	5	0.02%	99.14%
193	MOLINE ACRES	0	5	5	0.02%	99.16%
194	ODESSA	0	5	5	0.02%	99.17%
195	PALMYRA	1	4	5	0.02%	99.19%
196	ROCK HILL	0	5	5	0.02%	99.21%
197	SEYMOUR	0	5	5	0.02%	99.22%
198	ST. JOHN	1	4	5	0.02%	99.24%
199	VALLEY PARK	0	5	5	0.02%	99.26%
200	CRANE	1	3	4	0.01%	99.27%
201	ELSBERRY	0	4	4	0.01%	99.28%

202	GOODMAN	0	4	4	0.01%	99.30%
203	KNOB NOSTER	0	4	4	0.01%	99.31%
204	LA MONTE	1	3	4	0.01%	99.32%
205	LA PLATA	0	4	4	0.01%	99.34%
206	MONROE CITY	1	3	4	0.01%	99.35%
207	PORTAGEVILLE	0	4	4	0.01%	99.36%
208	PURDY	0	4	4	0.01%	99.38%
209	SHELBINA	0	4	4	0.01%	99.39%
210	SPARTA	0	4	4	0.01%	99.40%
211	STE. GENEVIEVE	0	4	4	0.01%	99.42%
212	WELDON SPRING	0	4	4	0.01%	99.43%
213	ADVANCE	1	2	3	0.01%	99.44%
214	ASHLAND	0	3	3	0.01%	99.45%
215	BATTLEFIELD	1	2	3	0.01%	99.46%
216	CALIFORNIA	0	3	3	0.01%	99.47%
217	CARROLLTON	0	3	3	0.01%	99.48%
218	CONCORDIA	1	2	3	0.01%	99.49%
219	DARDENNE PRAIRIE	0	3	3	0.01%	99.50%
220	DUQUESNE	0	3	3	0.01%	99.51%
221	EDINA	0	3	3	0.01%	99.52%
222	FORSYTH	1	2	3	0.01%	99.53%
223	GOWER	0	3	3	0.01%	99.54%
224	GREEN PARK	0	3	3	0.01%	99.55%
225	HIGGINSVILLE	0	3	3	0.01%	99.56%
226	HOLDEN	0	3	3	0.01%	99.57%
227	MANSFIELD	0	3	3	0.01%	99.58%
228	MEMPHIS	0	3	3	0.01%	99.59%
229	NORTHWOODS	0	3	3	0.01%	99.60%
230	RICHMOND	0	3	3	0.01%	99.61%
231	RIVERVIEW	2	1	3	0.01%	99.62%
232	STEELVILLE	0	3	3	0.01%	99.63%
233	STOCKTON	0	3	3	0.01%	99.64%
234	VINITA PARK	0	3	3	0.01%	99.65%
235	ANDERSON	0	2	2	0.01%	99.66%
236	BEL-NOR	1	1	2	0.01%	99.66%
237	BLACK JACK	1	1	2	0.01%	99.67%
238	BUCKNER	0	2	2	0.01%	99.68%
239	CALVERTON PARK	0	2	2	0.01%	99.68%
240	CANTON	0	2	2	0.01%	99.69%
241	CARTERVILLE	0	2	2	0.01%	99.70%
242	CHARLACK	1	1	2	0.01%	99.71%
243	COOL VALLEY	1	1	2	0.01%	99.71%
244	COUNTRY CLUB VILLAGE	0	2	2	0.01%	99.72%
245	DREXEL	0	2	2	0.01%	99.73%
246	DUENWEG	0	2	2	0.01%	99.73%
247	FAYETTE	0	2	2	0.01%	99.74%
248	GARDEN CITY	0	2	2	0.01%	99.75%
249	GRANBY	0	2	2	0.01%	99.75%
250	HAYTI	0	2	2	0.01%	99.76%
251	HERMANN	0	2	2	0.01%	99.77%
252	HOLTS SUMMIT	0	2	2	0.01%	99.77%
253	LAMAR	0	2	2	0.01%	99.78%

254	LAWSON	0	2	2	0.01%	99.79%
255	LINCOLN	0	2	2	0.01%	99.79%
256	LINN	0	2	2	0.01%	99.80%
257	MACON	0	2	2	0.01%	99.81%
258	MALDEN	2	0	2	0.01%	99.81%
259	MARBLE HILL	1	1	2	0.01%	99.82%
260	MILAN	0	2	2	0.01%	99.83%
261	NEW LONDON	0	2	2	0.01%	99.83%
262	PARIS	0	2	2	0.01%	99.84%
263	PLATTSBURG	0	2	2	0.01%	99.85%
264	PUXICO	1	1	2	0.01%	99.85%
265	SARCOXIE	0	2	2	0.01%	99.86%
266	SENATH	1	1	2	0.01%	99.87%
267	STEELE	0	2	2	0.01%	99.87%
268	TARKIO	0	2	2	0.01%	99.88%
269	WELLSVILLE	1	1	2	0.01%	99.89%
270	BUTLER	0	1	1	0.00%	99.89%
271	CHAFFEE	0	1	1	0.00%	99.89%
272	CLARKSON VALLEY	0	1	1	0.00%	99.90%
273	COUNTRY CLUB HILLS	0	1	1	0.00%	99.90%
274	CROCKER	0	1	1	0.00%	99.90%
275	DESLOGE	0	1	1	0.00%	99.91%
276	DONIPHAN	0	1	1	0.00%	99.91%
277	EAST PRAIRIE	0	1	1	0.00%	99.91%
278	GIDEON	1	0	1	0.00%	99.92%
279	GREENWOOD	0	1	1	0.00%	99.92%
280	HAMILTON	0	1	1	0.00%	99.92%
281	HUNTSVILLE	0	1	1	0.00%	99.93%
282	JASPER	0	1	1	0.00%	99.93%
283	KAHOKA	0	1	1	0.00%	99.93%
284	LATHROP	0	1	1	0.00%	99.94%
285	LICKING	0	1	1	0.00%	99.94%
286	LILBOURN	0	1	1	0.00%	99.94%
287	MARCELINE	0	1	1	0.00%	99.95%
288	MERRIAM WOODS	0	1	1	0.00%	99.95%
289	MONTGOMERY CITY	0	1	1	0.00%	99.95%
290	NEW HAVEN	0	1	1	0.00%	99.96%
291	ORAN	0	1	1	0.00%	99.96%
292	PIEDMONT	0	1	1	0.00%	99.96%
293	PIERCE CITY	0	1	1	0.00%	99.97%
294	SALISBURY	0	1	1	0.00%	99.97%
295	SENECA	0	1	1	0.00%	99.97%
296	ST. MARTINS	0	1	1	0.00%	99.98%
297	ST. PAUL	1	0	1	0.00%	99.98%
298	TIPTON	0	1	1	0.00%	99.98%
299	UNIONVILLE	0	1	1	0.00%	99.99%
300	VELDA CITY	0	1	1	0.00%	99.99%
301	WARSON WOODS	0	1	1	0.00%	99.99%
302	WESTON	0	1	1	0.00%	100.00%
303	WINCHESTER	0	1	1	0.00%	100.00%
	TOTAL	**3619**	**26212**	**29831**		

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES
RANK-ORDER COUNTY LIST

County Rank	County	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	ST. LOUIS	222	2423	2645	8.87%	8.87%
2	JACKSON	238	2362	2600	8.72%	17.58%
3	JEFFERSON	136	1443	1579	5.29%	22.87%
4	CLAY	86	982	1068	3.58%	26.45%
5	ST. LOUIS CITY	155	855	1010	3.39%	29.84%
6	ST. CHARLES	79	921	1000	3.35%	33.19%
7	FRANKLIN	98	843	941	3.15%	36.35%
8	GREENE	130	784	914	3.06%	39.41%
9	BUCHANAN	45	608	653	2.19%	41.60%
10	JASPER	67	505	572	1.92%	43.52%
11	BOONE	83	419	502	1.68%	45.20%
12	NEWTON	62	430	492	1.65%	46.85%
13	BARRY	59	397	456	1.53%	48.38%
14	CHRISTIAN	38	351	389	1.30%	49.68%
15	CASS	46	325	371	1.24%	50.93%
16	LACLEDE	36	321	357	1.20%	52.12%
17	PULASKI	31	323	354	1.19%	53.31%
18	PHELPS	52	292	344	1.15%	54.46%
19	CRAWFORD	35	306	341	1.14%	55.61%
20	BUTLER	46	289	335	1.12%	56.73%
21	ST. FRANCOIS	42	284	326	1.09%	57.82%
22	PETTIS	27	290	317	1.06%	58.88%
23	PLATTE	41	270	311	1.04%	59.93%
24	POLK	24	277	301	1.01%	60.94%
25	COLE	32	264	296	0.99%	61.93%
26	JOHNSON	48	247	295	0.99%	62.92%
27	CALLAWAY	44	242	286	0.96%	63.88%
28	CAMDEN	43	243	286	0.96%	64.83%
29	STONE	41	239	280	0.94%	65.77%
30	TANEY	41	239	280	0.94%	66.71%
31	LAFAYETTE	39	223	262	0.88%	67.59%
32	BENTON	23	237	260	0.87%	68.46%
33	LINCOLN	42	212	254	0.85%	69.31%
34	CAPE GIRARDEAU	32	222	254	0.85%	70.17%
35	HOWELL	35	216	251	0.84%	71.01%
36	AUDRAIN	28	214	242	0.81%	71.82%
37	LAWRENCE	51	191	242	0.81%	72.63%
38	SCOTT	26	205	231	0.77%	73.41%
39	WEBSTER	26	205	231	0.77%	74.18%
40	STODDARD	32	191	223	0.75%	74.93%
41	MCDONALD	32	190	222	0.74%	75.67%

42	MILLER	34	187	221	0.74%	76.41%
43	DUNKLIN	46	165	211	0.71%	77.12%
44	DENT	13	187	200	0.67%	77.79%
45	COOPER	29	168	197	0.66%	78.45%
46	TEXAS	31	161	192	0.64%	79.09%
47	SALINE	29	152	181	0.61%	79.70%
48	NEW MADRID	35	142	177	0.59%	80.29%
49	MARION	19	157	176	0.59%	80.88%
50	PEMISCOT	32	143	175	0.59%	81.47%
51	WASHINGTON	30	143	173	0.58%	82.05%
52	DALLAS	28	137	165	0.55%	82.60%
53	ST. CLAIR	15	147	162	0.54%	83.15%
54	WRIGHT	21	138	159	0.53%	83.68%
55	MORGAN	20	123	143	0.48%	84.16%
56	VERNON	19	120	139	0.47%	84.62%
57	MACON	18	120	138	0.46%	85.09%
58	WARREN	23	113	136	0.46%	85.54%
59	RANDOLPH	17	109	126	0.42%	85.97%
60	MARIES	17	104	121	0.41%	86.37%
61	STE. GENEVIEVE	13	107	120	0.40%	86.77%
62	HENRY	22	97	119	0.40%	87.17%
63	CLINTON	17	101	118	0.40%	87.57%
64	PERRY	17	99	116	0.39%	87.96%
65	SHANNON	13	100	113	0.38%	88.34%
66	DOUGLAS	15	96	111	0.37%	88.71%
67	REYNOLDS	13	98	111	0.37%	89.08%
68	WAYNE	28	81	109	0.37%	89.44%
69	OSAGE	13	95	108	0.36%	89.81%
70	NODAWAY	14	93	107	0.36%	90.17%
71	RALLS	6	100	106	0.36%	90.52%
72	BATES	13	89	102	0.34%	90.86%
73	RIPLEY	17	85	102	0.34%	91.20%
74	PIKE	31	70	101	0.34%	91.54%
75	HICKORY	13	87	100	0.34%	91.88%
76	CEDAR	13	85	98	0.33%	92.21%
77	MISSISSIPPI	19	79	98	0.33%	92.54%
78	MONTGOMERY	22	75	97	0.33%	92.86%
79	GASCONADE	9	87	96	0.32%	93.18%
80	IRON	18	78	96	0.32%	93.50%
81	ANDREW	14	81	95	0.32%	93.82%
82	OZARK	12	83	95	0.32%	94.14%
83	OREGON	16	76	92	0.31%	94.45%
84	BOLLINGER	13	78	91	0.31%	94.75%
85	HARRISON	15	72	87	0.29%	95.05%
86	MADISON	22	59	81	0.27%	95.32%
87	RAY	16	63	79	0.26%	95.58%
88	LINN	13	62	75	0.25%	95.83%
89	CARTER	12	62	74	0.25%	96.08%

90	ADAIR	7	66	73	0.24%	96.33%
91	MONITEAU	13	54	67	0.22%	96.55%
92	BARTON	15	50	65	0.22%	96.77%
93	HOWARD	9	53	62	0.21%	96.98%
94	MONROE	11	50	61	0.20%	97.18%
95	CLARK	10	50	60	0.20%	97.38%
96	HOLT	4	55	59	0.20%	97.58%
97	LEWIS	6	52	58	0.19%	97.77%
98	CHARITON	12	45	57	0.19%	97.97%
99	LIVINGSTON	13	43	56	0.19%	98.15%
100	DADE	11	39	50	0.17%	98.32%
101	GRUNDY	7	41	48	0.16%	98.48%
102	ATCHISON	7	39	46	0.15%	98.64%
103	SHELBY	5	41	46	0.15%	98.79%
104	DAVIESS	16	29	45	0.15%	98.94%
105	CALDWELL	10	34	44	0.15%	99.09%
106	DEKALB	8	35	43	0.14%	99.23%
107	GENTRY	3	37	40	0.13%	99.37%
108	CARROLL	7	25	32	0.11%	99.47%
109	MERCER	3	27	30	0.10%	99.57%
110	SCOTLAND	1	28	29	0.10%	99.67%
111	WORTH	3	25	28	0.09%	99.77%
112	KNOX	2	23	25	0.08%	99.85%
113	SCHUYLER	1	16	17	0.06%	99.91%
114	SULLIVAN	4	13	17	0.06%	99.96%
115	PUTNAM	3	8	11	0.04%	100.00%
	TOTAL	**3619**	**26212**	**29831**		

PUBLIC INFORMATION AND EDUCATION

Background

Traffic crashes, unfortunately, are an accepted part of our mobile society. Drivers become complacent. They don't think about crashing until they witness a wreck, then they slow down and are cautious for a short while. After that, it's back to driving just like they were before they witnessed the scene.

Most people tend to think they are good drivers. This agency, as part of a public awareness campaign, posed the question "*What if everybody drove like you?"* The typical response was, "*There would be fewer crashes,"* or "*We'd be better off*." How do we make the general public aware of their poor driving habits and responsive to changing these habits? How do we get the motoring public to voluntarily comply with the traffic laws?

This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. Our traffic safety partners must be active players in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as ***Click It or Ticket*** and ***You Drink & Drive. You Lose***. People heard about the mobilizations in the media, there were well-recognized logos to support the effort, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) is comprised of partners throughout the state who have expertise in traffic safety programming. The subcommittee developed a central theme for use on all traffic safety materials and campaigns. The theme, Arrive Alive, conveys a consistent unified message regardless of whether the campaign pertains to occupant protection, drinking drivers, or any other traffic safety concern. The HSD works closely with the committee to coordinate all of our public awareness efforts.

ARRIVE ALIVE

Benchmarks

1. Heighten awareness and positively impact target audiences concerning impaired driving, aggressive driving, speeding, fatigued or distracted driving, sharing the road with other vehicles, and obeying traffic laws.
2. Heighten awareness regarding the importance of correctly using safety devices including safety belts, child safety seats, booster seats, motorcycle helmets and protective gear, and bicycle helmets.
3. Heighten awareness regarding driving safely through, and obeying the laws in, construction work zones.

Performance Measures

1. Monitor campaigns by following exposure of our messages and size of the audience reached
2. Track crash statistics relevant to target audiences
3. Monitor statewide safety belt use rate, teen safety belt use rate, commercial vehicle safety belt use rate, and child safety seat use rate
4. Track number of presentations given, number of exhibits and audiences reached, number of public service announcements, acceptance of and participation in campaigns by the motoring public/partners/sponsors, amount of traffic safety materials distributed annually

Strategies

1. Publicize the services and resources of the Highway Safety Division to the general public through the MoDOT website, in workshops, at exhibits, and through our materials
2. Utilize forum-type settings to facilitate discussion and garner input on traffic safety issues affecting specific target populations
3. Develop and promote materials/campaigns to reach targeted audiences (e.g., high risk drivers, vulnerable roadway users, drinking drivers)
4. Actively participate in the Missouri Coalition for Roadway Safety (MCRS) public information subcommittee in order to increase coordination, communication and cooperation among safety advocates through the state
5. Promote the Arrive Alive theme developed by the MCRS and incorporate the logo in all materials
6. Work with the MCRS regional coalitions to target their messages and develop programs to meet their needs
7. Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources
8. Work with the Motor Carrier Safety Assistance Program to promote joint safety awareness campaigns
9. Update public information materials and website to keep information current and easily accessible
10. Develop and disseminate promotional/educational materials and press releases
11. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives
12. Give presentations and provide training to community groups, schools, etc. as requested
13. Serve on committees/boards in order to broaden opportunities to promote traffic safety issues
14. Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign and *You Drink You Drive You Lose* alcohol campaign
15. Purchase paid advertising to support seat belt and impaired driving campaigns
16. Support and promote MoDOT's *The Difference is You. DRIVE SMART* construction work zone public awareness campaign
17. Initiate the *SAVED BY THE BELT* program to recognize those individuals saved by their safety belt in a crash; encourage survivors to send out a press release to local media outlets sharing their experience
18. *Blueprint* funding was used to purchase 9 safety belt convincer units that were assigned to the MSHP Public Information Officers. *I'm Convinced – Buckle Up* stickers are given to those people who ride the convincers. We will continue partnering with the MSHP to assure the units are used to reach as many people as possible.
19. Participate in the State Fair to educate the public on traffic safety issues and provide detailed information about child safety seats and any modifications to traffic safety laws

AGGRESSIVE DRIVERS

Background

"The causes of aggressive driving are complex—no one has all of the answers. Some psychiatrists point to deep-rooted personal causes such as stress disorders that lead to impaired judgment. Social scientists have tended to see a connection between societal problems and uncivil or violent forms of driving behavior. What we do know is that three factors in particular are linked to aggressive driving: 1) lack of responsible driving behavior; 2) reduced levels of traffic enforcement; and 3) increased congestion and travel in our urban areas." (Honorable Ricardo Martinez, M.D., Administrator, NHTSA, July 17, 1997).

Aggressive driving has become a serious problem on Missouri's roadways and has, therefore, contributed substantially to traffic crashes, especially crashes resulting in death. Aggressive drivers are defined in *Missouri's Blueprint for Safer Roadways* as, "drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; driving too fast for conditions; and/or following too close."

2003-2005 MISSOURI AGGRESSIVE DRIVER INVOLVED FATALITIES AND DISABLING INJURIES TYPE OF CIRCUMSTANCE (by Crash Severity[1])

CIRCUMSTANCE	FATALITIES – 1,644	DISABLING INJURIES – 10,314
Exceeding Speed Limit	36.7%	17.2%
Too Fast For Conditions	58.5%	67.9%
Following Too Close	4.8%	14.9%

[1] Percentage of 2003-2005 aggressive driving related fatalities and disabling injuries by type of aggressive driving behavior involved. For instance, in aggressive driving related fatalities and disabling injuries, 36.7% involved a motorized vehicle-driver exceeding the speed limit. NOTE: Multiple aggressive driving factors can be related to a single fatality or disabling injury.

Aggressive drivers not only put their own lives at risk, but the lives of others as well. Of the 1,532 people killed, 64% were the aggressive driver and the other 36% were some other party in the incident. Of the 26,198 seriously injured, slightly more than one-fifth (20.8%) were the aggressive drivers but almost four-fifths (79.2%) were some other involved person.

Speeding is a very large part of the aggressive driving problem in Missouri. A national survey of speeding and unsafe driving attitudes and behaviors found that speeding is a pervasive behavior with most drivers driving over the posted speed. In 2003-2005, there were 540,117 crashes in Missouri. In known cases, 17.2% involved one or more drivers who were speeding (too fast for conditions or exceeding the posted limit). There were **3,216 fatal crashes** in which 3,619 people died; **40.9% involved drivers who were speeding.**

Benchmarks

1. 2% reduction in fatalities and disabling injuries attributable to aggressive driving crashes in comparison to the previous 3-year total (2003-2005 = 28,340)

   Statistics from 2003-2005 show a slight fluctuation in the number of aggressive driving fatalities and disabling injuries as a percentage of total fatalities and disabling injuries (36.8% in 2003 up to 38.4% in 2004 then back down to 37.4% in 2005). However, when reviewing fatalities only, there has been a decrease each year (from 43.1% in 2003 to 42.1% in 2004 and down to 41.8% in 2005).

Performance Measures

Aggressive driving is often influenced by road conditions, traffic congestion, and time constraints. We will monitor the effects of these determinants on aggressive driving crashes. Areas that warrant special attention are roadways with considerable construction work (locations will be defined by crash data indicating that a majority of fatal and serious injury crashes are occurring on these roads). We will continue to track and evaluate all crashes involving hazardous moving violations with special attention given to Speeding (exceeding posted limit and too fast for conditions) and Following Too Closely violations as identified in *Missouri's Blueprint for Safer* Roadways. With further study of these control factors, we hope to be able to continually develop more effective countermeasures.

Strategies

- Expand targeted corridor projects and Selective Traffic Enforcement Programs (STEPs) conducted by the Highway Patrol and local law enforcement agencies
- Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs
- Fund saturation enforcement efforts in construction/work zones in each of the MoDOT districts and enhance the enforcement with public awareness campaigns
- Expand use of speed monitoring and changeable message signs
- Expand efforts to educate roadways users on the dangers of aggressive driving and the rules of the road
- Expand the use of red light running cameras throughout the state

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES INVOLVING AN AGGRESSIVE DRIVER RANK-ORDER CITY LIST

		Following Too Close		Too Fast for Conditions		Speed Exceeded Limit				
City Rank	City	Fatalities	Disabling Injuries	Fatalities	Disabling Injuries	Fatalities	Disabling Injuries	Total	% of Total	Accum. Percent
1	NON-CITY OR UNINCORPORATED	55	639	795	5409	304	887	8089	66.37%	66.37%
2	KANSAS CITY	4	83	34	272	63	188	644	5.28%	71.66%
3	ST. LOUIS	0	25	20	88	71	144	348	2.86%	74.51%
4	INDEPENDENCE	5	54	9	66	16	52	202	1.66%	76.17%
5	LEE'S SUMMIT	1	71	1	78	3	26	180	1.48%	77.65%
6	ST. JOSEPH	0	53	3	72	7	29	164	1.35%	78.99%
7	COLUMBIA	0	26	4	48	21	35	134	1.10%	80.09%
8	SPRINGFIELD	0	38	4	49	16	19	126	1.03%	81.13%
9	JOPLIN	0	70	1	31	4	18	124	1.02%	82.14%
10	BLUE SPRINGS	1	31	2	54	2	13	103	0.85%	82.99%
11	LIBERTY	0	39	0	45	2	12	98	0.80%	83.79%
12	ST. CHARLES	1	13	3	38	3	17	75	0.62%	84.41%
13	CHESTERFIELD	0	9	3	27	3	17	59	0.48%	84.89%
14	HAZELWOOD	0	23	3	24	3	6	59	0.48%	85.38%
15	BRIDGETON	0	15	3	25	0	12	55	0.45%	85.83%
16	ST. PETERS	0	15	3	23	4	10	55	0.45%	86.28%
17	MARYLAND HEIGHTS	1	20	1	18	2	8	50	0.41%	86.69%
18	O'FALLON	0	12	0	23	4	11	50	0.41%	87.10%
19	BELTON	0	11	2	21	3	6	43	0.35%	87.45%
20	EXCELSIOR SPRINGS	0	12	0	12	1	11	36	0.30%	87.75%
21	FERGUSON	2	22	1	7	2	2	36	0.30%	88.04%
22	GLADSTONE	0	14	1	14	1	5	35	0.29%	88.33%
23	SUNSET HILLS	0	15	1	14	2	2	34	0.28%	88.61%
24	BERKELEY	0	5	1	18	1	7	32	0.26%	88.87%
25	MEXICO	0	9	0	12	0	10	31	0.25%	89.13%
26	FLORISSANT	0	9	4	11	2	4	30	0.25%	89.37%
27	PEVELY	0	7	2	20	0	1	30	0.25%	89.62%
28	KIRKWOOD	0	8	0	13	3	3	27	0.22%	89.84%
29	LEBANON	0	20	0	2	0	5	27	0.22%	90.06%
30	EUREKA	0	4	5	12	0	5	26	0.21%	90.28%
31	TOWN AND COUNTRY	0	11	1	9	0	5	26	0.21%	90.49%
32	JEFFERSON CITY	1	8	0	10	3	2	24	0.20%	90.69%
33	SEDALIA	0	7	0	8	2	7	24	0.20%	90.88%
34	ST. ROBERT	1	2	3	13	3	2	24	0.20%	91.08%
35	WILDWOOD	0	5	1	15	1	2	24	0.20%	91.28%
36	ST. ANN	0	10	0	8	0	3	21	0.17%	91.45%
37	WENTZVILLE	0	1	1	12	1	6	21	0.17%	91.62%
38	BELLEFONTAINE NEIGHBORS	0	1	1	14	0	3	19	0.16%	91.78%
39	BRANSON	0	1	1	5	4	7	18	0.15%	91.93%
40	POPLAR BLUFF	0	9	1	4	1	3	18	0.15%	92.07%
41	RICHMOND HEIGHTS	0	7	1	6	0	4	18	0.15%	92.22%
42	NORTH KANSAS CITY	0	3	3	7	4	0	17	0.14%	92.36%
43	WEBSTER GROVES	0	3	1	9	0	4	17	0.14%	92.50%
44	ARNOLD	0	0	0	8	2	6	16	0.13%	92.63%
45	HANNIBAL	0	8	0	4	2	2	16	0.13%	92.76%

46	JENNINGS	0	1	0	6	2	7	16	0.13%	92.89%
47	LAKE ST. LOUIS	0	3	0	11	0	2	16	0.13%	93.03%
48	RAYTOWN	0	4	1	8	1	2	16	0.13%	93.16%
49	WAYNESVILLE	0	2	0	13	0	1	16	0.13%	93.29%
50	NEVADA	0	3	1	10	0	1	15	0.12%	93.41%
51	OVERLAND	0	0	0	2	0	13	15	0.12%	93.53%
52	WELLSTON	0	0	1	8	0	6	15	0.12%	93.66%
53	BALLWIN	0	4	0	7	0	3	14	0.11%	93.77%
54	FARMINGTON	0	6	0	6	0	2	14	0.11%	93.89%
55	MOUNTAIN GROVE	0	7	0	6	0	1	14	0.11%	94.00%
56	OSAGE BEACH	0	3	2	4	1	4	14	0.11%	94.12%
57	ROLLA	0	0	0	11	0	3	14	0.11%	94.23%
58	UNION	2	2	1	3	2	4	14	0.11%	94.35%
59	CREVE COEUR	0	6	0	5	0	2	13	0.11%	94.45%
60	FESTUS	1	0	0	8	0	3	12	0.10%	94.55%
61	GRANDVIEW	0	1	2	6	1	2	12	0.10%	94.65%
62	HARRISONVILLE	0	2	0	7	1	2	12	0.10%	94.75%
63	MANCHESTER	0	1	0	6	0	5	12	0.10%	94.85%
64	OZARK	0	5	1	5	0	0	11	0.09%	94.94%
65	ELLISVILLE	0	4	0	5	0	1	10	0.08%	95.02%
66	FREDERICKTOWN	0	3	0	3	1	3	10	0.08%	95.10%
67	LAKE LOTAWANA	0	0	1	3	2	4	10	0.08%	95.18%
68	NEOSHO	0	6	0	2	0	2	10	0.08%	95.27%
69	PACIFIC	0	0	0	6	2	2	10	0.08%	95.35%
70	RAYMORE	1	0	0	4	1	4	10	0.08%	95.43%
71	SALEM	0	1	0	6	0	3	10	0.08%	95.51%
72	BOURBON	0	0	1	6	1	1	9	0.07%	95.59%
73	ST. CLAIR	0	0	1	8	0	0	9	0.07%	95.66%
74	AURORA	0	3	0	3	0	2	8	0.07%	95.72%
75	OAK GROVE	0	2	0	5	0	1	8	0.07%	95.79%
76	UNIVERSITY CITY	0	0	1	5	1	1	8	0.07%	95.86%
77	BRENTWOOD	0	3	0	4	0	0	7	0.06%	95.91%
78	CAPE GIRARDEAU	0	1	1	3	0	2	7	0.06%	95.97%
79	CLAYCOMO	0	0	0	6	0	1	7	0.06%	96.03%
80	CLINTON	0	1	1	3	0	2	7	0.06%	96.09%
81	DES PERES	0	1	2	2	1	1	7	0.06%	96.14%
82	FENTON	0	1	1	2	0	3	7	0.06%	96.20%
83	HOLLISTER	0	3	0	4	0	0	7	0.06%	96.26%
84	JACKSON	0	6	0	1	0	0	7	0.06%	96.32%
85	MARSHALL	0	5	0	1	0	1	7	0.06%	96.37%
86	NORMANDY	0	0	1	2	2	2	7	0.06%	96.43%
87	PECULIAR	2	1	2	2	0	0	7	0.06%	96.49%
88	SHREWSBURY	0	4	0	1	0	2	7	0.06%	96.55%
89	SIKESTON	0	2	1	3	0	1	7	0.06%	96.60%
90	ST. JAMES	1	0	2	4	0	0	7	0.06%	96.66%
91	COTTLEVILLE	0	2	1	3	0	0	6	0.05%	96.71%
92	CRESTWOOD	0	0	0	5	0	1	6	0.05%	96.76%
93	ELDON	0	2	2	2	0	0	6	0.05%	96.81%
94	KIRKSVILLE	0	3	0	3	0	0	6	0.05%	96.86%
95	MAPLEWOOD	0	0	0	4	0	2	6	0.05%	96.91%
96	MARSHFIELD	0	1	1	4	0	0	6	0.05%	96.96%

97	MOUNT VERNON	0	2	1	2	1	0	6	0.05%	97.01%
98	NIXA	0	1	0	5	0	0	6	0.05%	97.05%
99	PARK HILLS	0	0	0	5	0	1	6	0.05%	97.10%
100	PINE LAWN	0	1	0	1	0	4	6	0.05%	97.15%
101	PLEASANT HILL	0	0	1	2	1	2	6	0.05%	97.20%
102	STRAFFORD	0	0	1	5	0	0	6	0.05%	97.25%
103	TROY	0	0	0	5	0	1	6	0.05%	97.30%
104	WEBB CITY	0	6	0	0	0	0	6	0.05%	97.35%
105	WEST PLAINS	0	1	1	1	1	2	6	0.05%	97.40%
106	ASHLAND	0	1	0	2	0	2	5	0.04%	97.44%
107	BEL-RIDGE	0	0	0	5	0	0	5	0.04%	97.48%
108	BERNIE	0	0	0	0	2	3	5	0.04%	97.52%
109	BOLIVAR	0	0	0	3	0	2	5	0.04%	97.56%
110	BOONVILLE	0	0	2	3	0	0	5	0.04%	97.60%
111	CAMERON	0	0	0	5	0	0	5	0.04%	97.65%
112	CARTHAGE	0	1	0	4	0	0	5	0.04%	97.69%
113	CHARLESTON	0	1	0	2	0	2	5	0.04%	97.73%
114	DE SOTO	0	0	0	2	0	3	5	0.04%	97.77%
115	MOBERLY	0	2	0	1	1	1	5	0.04%	97.81%
116	ODESSA	0	0	0	2	0	3	5	0.04%	97.85%
117	OLIVETTE	0	1	0	2	0	2	5	0.04%	97.89%
118	RIVERSIDE	0	0	0	2	1	2	5	0.04%	97.93%
119	SCOTT CITY	0	2	0	2	0	1	5	0.04%	97.97%
120	SMITHVILLE	0	0	0	4	0	1	5	0.04%	98.01%
121	WOODSON TERRACE	0	0	1	4	0	0	5	0.04%	98.06%
122	AVA	0	0	2	2	0	0	4	0.03%	98.09%
123	BELLE	0	0	0	0	1	3	4	0.03%	98.12%
124	BEL-NOR	0	0	1	1	1	1	4	0.03%	98.15%
125	BONNE TERRE	0	0	0	1	1	2	4	0.03%	98.19%
126	BYRNES MILL	0	0	0	3	0	1	4	0.03%	98.22%
127	CALIFORNIA	0	2	0	0	0	2	4	0.03%	98.25%
128	CLEVER	1	0	0	3	0	0	4	0.03%	98.29%
129	CRYSTAL CITY	0	0	1	3	0	0	4	0.03%	98.32%
130	CUBA	0	3	0	0	1	0	4	0.03%	98.35%
131	DELLWOOD	0	0	0	3	1	0	4	0.03%	98.38%
132	FRONTENAC	0	0	0	2	1	1	4	0.03%	98.42%
133	GRAIN VALLEY	0	1	0	2	0	1	4	0.03%	98.45%
134	GRANBY	0	0	0	4	0	0	4	0.03%	98.48%
135	HERCULANEUM	0	1	0	3	0	0	4	0.03%	98.51%
136	LADUE	0	2	0	0	0	2	4	0.03%	98.55%
137	LEXINGTON	0	4	0	0	0	0	4	0.03%	98.58%
138	MARYVILLE	0	1	2	0	1	0	4	0.03%	98.61%
139	NOEL	0	0	0	0	2	2	4	0.03%	98.65%
140	RIVERVIEW	0	0	1	0	2	1	4	0.03%	98.68%
141	ROGERSVILLE	0	2	0	2	0	0	4	0.03%	98.71%
142	SUGAR CREEK	0	0	0	2	1	1	4	0.03%	98.74%
143	VALLEY PARK	0	0	0	2	0	2	4	0.03%	98.78%
144	WRIGHT CITY	0	1	1	1	0	1	4	0.03%	98.81%
145	BATTLEFIELD	0	1	0	1	1	0	3	0.02%	98.83%

146	BROOKFIELD	0	0	0	2	1	0	3	0.02%	98.86%
147	BUFFALO	0	1	0	2	0	0	3	0.02%	98.88%
148	GREENFIELD	0	0	0	3	0	0	3	0.02%	98.91%
149	MARIONVILLE	0	0	1	2	0	0	3	0.02%	98.93%
150	MEMPHIS	0	0	0	1	0	2	3	0.02%	98.96%
151	MINER	0	2	0	1	0	0	3	0.02%	98.98%
152	MOLINE ACRES	0	0	0	2	0	1	3	0.02%	99.01%
153	MONETT	0	0	0	0	1	2	3	0.02%	99.03%
154	NEW MADRID	1	1	0	0	0	1	3	0.02%	99.06%
155	NORTHWOODS	0	0	0	3	0	0	3	0.02%	99.08%
156	NORWOOD COURT	0	0	0	3	0	0	3	0.02%	99.11%
157	OAKLAND	0	0	1	1	0	1	3	0.02%	99.13%
158	PLATTE CITY	0	0	0	2	0	1	3	0.02%	99.15%
159	ROCK HILL	0	1	0	1	0	1	3	0.02%	99.18%
160	THAYER	0	1	0	1	0	1	3	0.02%	99.20%
161	WARRENTON	0	0	0	3	0	0	3	0.02%	99.23%
162	WASHINGTON	0	1	0	1	1	0	3	0.02%	99.25%
163	ADVANCE	0	0	0	2	0	0	2	0.02%	99.27%
164	CAMPBELL	0	0	0	0	1	1	2	0.02%	99.29%
165	CENTRALIA	0	0	1	0	1	0	2	0.02%	99.30%
166	CLAYTON	0	1	0	1	0	0	2	0.02%	99.32%
167	DUQUESNE	0	0	0	0	0	2	2	0.02%	99.34%
168	FAYETTE	0	0	0	1	0	1	2	0.02%	99.35%
169	FULTON	0	0	0	2	0	0	2	0.02%	99.37%
170	GLENDALE	0	2	0	0	0	0	2	0.02%	99.38%
171	KEARNEY	0	1	0	0	0	1	2	0.02%	99.40%
172	KENNETT	0	1	0	1	0	0	2	0.02%	99.42%
173	KIMBERLING CITY	0	0	1	1	0	0	2	0.02%	99.43%
174	MACON	0	0	0	0	0	2	2	0.02%	99.45%
175	MALDEN	0	0	0	0	2	0	2	0.02%	99.47%
176	MOSCOW MILLS	0	0	0	1	0	1	2	0.02%	99.48%
177	OWENSVILLE	0	1	0	0	0	1	2	0.02%	99.50%
178	PLEASANT VALLEY	0	0	0	2	0	0	2	0.02%	99.52%
179	REPUBLIC	0	0	0	2	0	0	2	0.02%	99.53%
180	TRENTON	0	1	0	0	0	1	2	0.02%	99.55%
181	VINITA PARK	0	0	0	1	0	1	2	0.02%	99.57%
182	WELLSVILLE	0	0	0	0	1	1	2	0.02%	99.58%
183	WILLARD	0	2	0	0	0	0	2	0.02%	99.60%
184	BILLINGS	0	1	0	0	0	0	1	0.01%	99.61%
185	BLACK JACK	0	0	0	1	0	0	1	0.01%	99.61%
186	BOWLING GREEN	0	0	0	0	0	1	1	0.01%	99.62%
187	CABOOL	0	0	0	1	0	0	1	0.01%	99.63%
188	CARL JUNCTION	0	0	0	1	0	0	1	0.01%	99.64%
189	CHARLACK	0	0	0	0	1	0	1	0.01%	99.65%
190	CLARKSON VALLEY	0	0	0	0	0	1	1	0.01%	99.66%
191	DARDENNE PRAIRIE	0	0	0	1	0	0	1	0.01%	99.66%
192	EAST PRAIRIE	0	1	0	0	0	0	1	0.01%	99.67%
193	ELSBERRY	0	0	0	1	0	0	1	0.01%	99.68%
194	FORSYTH	0	0	1	0	0	0	1	0.01%	99.69%

195	GARDEN CITY	0	0	0	0	0	1	1	0.01%	99.70%
196	HAMILTON	0	0	0	0	0	1	1	0.01%	99.70%
197	HAYTI	0	1	0	0	0	0	1	0.01%	99.71%
198	HERMANN	0	0	0	1	0	0	1	0.01%	99.72%
199	HIGGINSVILLE	0	0	0	1	0	0	1	0.01%	99.73%
200	HOLTS SUMMIT	0	1	0	0	0	0	1	0.01%	99.74%
201	HOUSTON	0	0	0	1	0	0	1	0.01%	99.75%
202	KNOB NOSTER	0	0	0	1	0	0	1	0.01%	99.75%
203	LA MONTE	0	0	0	0	0	1	1	0.01%	99.76%
204	LAKE OZARK	0	0	1	0	0	0	1	0.01%	99.77%
205	LAWSON	0	1	0	0	0	0	1	0.01%	99.78%
206	LILBOURN	0	0	0	1	0	0	1	0.01%	99.79%
207	LINCOLN	0	1	0	0	0	0	1	0.01%	99.79%
208	LINN	0	0	0	0	0	1	1	0.01%	99.80%
209	MANSFIELD	0	0	0	1	0	0	1	0.01%	99.81%
210	MARCELINE	0	1	0	0	0	0	1	0.01%	99.82%
211	MERRIAM WOODS	0	0	0	1	0	0	1	0.01%	99.83%
212	NEW LONDON	0	0	0	1	0	0	1	0.01%	99.84%
213	PARIS	0	1	0	0	0	0	1	0.01%	99.84%
214	PARKVILLE	0	0	0	0	0	1	1	0.01%	99.85%
215	PERRYVILLE	0	0	0	0	1	0	1	0.01%	99.86%
216	PIEDMONT	0	0	0	1	0	0	1	0.01%	99.87%
217	PORTAGEVILLE	0	0	0	0	0	1	1	0.01%	99.88%
218	POTOSI	0	0	0	1	0	0	1	0.01%	99.89%
219	PURDY	0	1	0	0	0	0	1	0.01%	99.89%
220	PUXICO	0	0	0	1	0	0	1	0.01%	99.90%
221	SEYMOUR	0	0	0	1	0	0	1	0.01%	99.91%
222	SPARTA	0	0	0	1	0	0	1	0.01%	99.92%
223	ST. JOHN	0	0	0	0	0	1	1	0.01%	99.93%
224	ST. PAUL	0	0	0	0	1	0	1	0.01%	99.93%
225	STE. GENEVIEVE	0	0	0	0	0	1	1	0.01%	99.94%
226	STEELE	0	0	0	1	0	0	1	0.01%	99.95%
227	TIPTON	0	0	0	1	0	0	1	0.01%	99.96%
228	WARSAW	0	0	0	1	0	0	1	0.01%	99.97%
229	WARSON WOODS	0	0	0	1	0	0	1	0.01%	99.98%
230	WELDON SPRING	0	0	0	0	0	1	1	0.01%	99.98%
231	WESTON	0	0	0	1	0	0	1	0.01%	99.99%
232	WILLOW SPRINGS	0	0	0	1	0	0	1	0.01%	100.00%
233	MOUNTAIN VIEW	0	0	0	0	0	0	0	0.00%	100.00%
	TOTAL	**81**	**1615**	**969**	**7095**	**616**	**1811**	**12187**		

Crashes can involve more than one aggressive driving behavior (e.g., following too close, too fast for conditions, speed exceeded limit); therefore, adding these numbers together will represent more than the total number of fatalities and disabling injuries.

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES INVOLVING AN AGGRESSIVE DRIVER RANK-ORDER COUNTY LIST

		Following Too Close		Too Fast for Conditions		Speed Exceeded Limit				
County Rank	County	Fatalities	Disabling Injuries	Fatalities	Disabling Injuries	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	ST. LOUIS	6	254	55	476	57	249	1097	9.00%	9.00%
2	JACKSON	9	219	53	464	71	271	1087	8.92%	17.92%
3	JEFFERSON	1	36	35	418	19	69	578	4.74%	22.66%
4	FRANKLIN	3	32	33	353	12	25	458	3.76%	26.42%
5	ST. CHARLES	1	53	21	229	21	85	410	3.36%	29.79%
6	CLAY	1	92	12	187	27	69	388	3.18%	32.97%
7	ST. LOUIS CITY	0	25	20	88	71	144	348	2.86%	35.83%
8	GREENE	5	63	29	142	29	50	318	2.61%	38.43%
9	BOONE	2	38	13	88	26	57	224	1.84%	40.27%
10	BARRY	0	24	15	143	6	20	208	1.71%	41.98%
11	BUCHANAN	1	55	12	86	8	30	192	1.58%	43.55%
12	NEWTON	0	37	21	108	4	20	190	1.56%	45.11%
13	CASS	4	26	16	104	12	23	185	1.52%	46.63%
14	TANEY	2	11	13	101	13	32	172	1.41%	48.04%
15	CHRISTIAN	1	12	8	124	5	20	170	1.39%	49.44%
16	LACLEDE	0	26	15	105	5	13	164	1.35%	50.78%
17	PLATTE	0	17	11	100	9	24	161	1.32%	52.10%
18	JASPER	3	68	7	47	6	27	158	1.30%	53.40%
19	PHELPS	2	12	11	102	4	22	153	1.26%	54.66%
20	STONE	1	4	17	103	6	16	147	1.21%	55.86%
21	CRAWFORD	0	10	9	106	2	18	145	1.19%	57.05%
22	ST. FRANCOIS	2	9	14	94	7	18	144	1.18%	58.23%
23	POLK	0	9	7	89	3	30	138	1.13%	59.37%
24	PULASKI	1	7	9	94	9	18	138	1.13%	60.50%
25	LAFAYETTE	0	10	15	91	1	12	129	1.06%	61.56%
26	DENT	0	5	6	103	3	9	126	1.03%	62.59%
27	BENTON	0	14	8	86	5	4	117	0.96%	63.55%
28	CALLAWAY	4	12	9	79	0	13	117	0.96%	64.51%
29	PETTIS	1	11	6	91	7	0	116	0.95%	65.46%
30	JOHNSON	1	9	12	74	4	15	115	0.94%	66.41%
31	CAMDEN	0	8	16	68	5	17	114	0.94%	67.34%
32	WEBSTER	4	7	17	79	3	4	114	0.94%	68.28%
33	BUTLER	1	25	8	51	6	16	107	0.88%	69.16%
34	MILLER	1	7	17	77	2	3	107	0.88%	70.03%
35	DALLAS	3	13	11	70	4	3	104	0.85%	70.89%
36	COLE	1	14	7	53	4	22	101	0.83%	71.72%
37	HOWELL	0	6	7	63	3	13	92	0.75%	72.47%
38	MCDONALD	3	5	7	60	7	8	90	0.74%	73.21%
39	WRIGHT	0	8	11	66	1	4	90	0.74%	73.95%
40	SCOTT	1	21	6	44	2	14	88	0.72%	74.67%
41	WASHINGTON	0	3	8	65	4	8	88	0.72%	75.39%
42	AUDRAIN	0	20	3	38	8	15	84	0.69%	76.08%
43	TEXAS	0	4	15	59	2	2	82	0.67%	76.75%
44	COOPER	0	13	9	54	1	4	81	0.66%	77.42%

45	SHANNON	1	0	7	66	1	4	79	0.65%	78.07%
46	CAPE GIRARDEAU	1	15	4	51	3	4	78	0.64%	78.71%
47	LAWRENCE	2	9	11	38	6	11	77	0.63%	79.34%
48	SALINE	0	8	7	53	4	3	75	0.62%	79.95%
49	MARION	0	23	9	28	3	11	74	0.61%	80.56%
50	MORGAN	0	6	7	60	0	1	74	0.61%	81.17%
51	PERRY	1	3	9	41	2	18	74	0.61%	81.78%
52	REYNOLDS	0	3	5	49	5	9	71	0.58%	82.36%
53	MARIES	1	6	8	49	2	4	70	0.57%	82.93%
54	WARREN	0	4	11	47	2	6	70	0.57%	83.51%
55	MONTGOMERY	1	7	11	39	3	8	69	0.57%	84.07%
56	STODDARD	0	2	7	40	3	16	68	0.56%	84.63%
57	LINCOLN	0	5	4	42	3	13	67	0.55%	85.18%
58	PEMISCOT	1	10	7	40	2	6	66	0.54%	85.72%
59	HICKORY	0	4	4	42	1	6	57	0.47%	86.19%
60	DUNKLIN	1	5	8	20	9	10	53	0.43%	86.63%
61	NEW MADRID	1	9	10	22	2	8	52	0.43%	87.05%
62	WAYNE	0	2	15	29	2	3	51	0.42%	87.47%
63	DOUGLAS	0	4	7	33	1	5	50	0.41%	87.88%
64	VERNON	0	4	5	28	4	9	50	0.41%	88.29%
65	STE. GENEVIEVE	1	4	4	36	0	4	49	0.40%	88.69%
66	GASCONADE	0	3	4	36	0	4	47	0.39%	89.08%
67	MACON	0	9	2	21	3	10	45	0.37%	89.45%
68	OREGON	0	3	4	26	2	10	45	0.37%	89.82%
69	NODAWAY	0	3	6	27	1	7	44	0.36%	90.18%
70	OSAGE	0	12	2	26	0	3	43	0.35%	90.53%
71	BOLLINGER	0	1	2	31	4	4	42	0.34%	90.88%
72	RANDOLPH	0	5	2	28	1	6	42	0.34%	91.22%
73	ST. CLAIR	0	3	4	30	2	3	42	0.34%	91.56%
74	CARTER	1	3	5	27	3	2	41	0.34%	91.90%
75	CEDAR	0	6	5	29	0	1	41	0.34%	92.24%
76	HARRISON	0	6	2	28	4	1	41	0.34%	92.57%
77	HENRY	0	4	8	24	0	5	41	0.34%	92.91%
78	IRON	0	0	10	31	0	0	41	0.34%	93.25%
79	RIPLEY	0	5	4	28	1	2	40	0.33%	93.58%
80	MONITEAU	0	2	8	27	0	2	39	0.32%	93.90%
81	ADAIR	1	7	3	22	2	2	37	0.30%	94.20%
82	MISSISSIPPI	0	3	4	19	4	6	36	0.30%	94.49%
83	RALLS	0	2	2	31	1	0	36	0.30%	94.79%
84	RAY	0	5	4	24	1	1	35	0.29%	95.08%
85	AUDRAIN	1	2	4	25	2	0	34	0.28%	95.36%
86	MADISON	0	7	3	18	1	3	32	0.26%	95.62%
87	MONROE	1	3	4	22	1	0	31	0.25%	95.87%
88	BATES	0	3	4	22	0	1	30	0.25%	96.12%
89	CLINTON	0	0	3	23	0	3	29	0.24%	96.36%
90	HOWARD	0	2	4	21	0	1	28	0.23%	96.59%
91	OZARK	0	1	6	15	0	6	28	0.23%	96.82%
92	PIKE	0	1	3	17	5	2	28	0.23%	97.05%
93	LINN	0	3	0	22	1	1	27	0.22%	97.27%
94	BARTON	0	1	3	16	4	2	26	0.21%	97.48%
95	CHARITON	0	1	8	17	0	0	26	0.21%	97.69%

96	LEWIS	0	5	1	16	2	1	25	0.21%	97.90%
97	MERCER	0	4	3	13	0	2	22	0.18%	98.08%
98	WORTH	0	6	2	10	1	0	19	0.16%	98.24%
99	DADE	0	1	5	12	0	0	18	0.15%	98.38%
100	GENTRY	0	1	2	10	0	4	17	0.14%	98.52%
101	CALDWELL	0	0	1	8	2	5	16	0.13%	98.65%
102	CLARK	1	0	2	13	0	0	16	0.13%	98.79%
103	GRUNDY	0	1	1	12	0	2	16	0.13%	98.92%
104	ATCHISON	0	0	2	10	1	2	15	0.12%	99.04%
105	HOLT	0	0	1	12	0	2	15	0.12%	99.16%
106	CARROLL	0	0	5	9	0	0	14	0.11%	99.28%
107	KNOX	0	0	0	12	1	1	14	0.11%	99.39%
108	DEKALB	0	0	0	12	1	0	13	0.11%	99.50%
109	LIVINGSTON	0	0	2	9	0	2	13	0.11%	99.61%
110	SCOTLAND	0	0	0	8	0	4	12	0.10%	99.70%
111	SCHUYLER	0	3	0	7	0	0	10	0.08%	99.79%
112	DAVIESS	0	1	3	3	0	1	8	0.07%	99.85%
113	SHELBY	0	0	1	5	0	2	8	0.07%	99.92%
114	PUTNAM	0	0	0	5	2	0	7	0.06%	99.98%
115	SULLIVAN	0	0	1	1	1	0	3	0.02%	100.00%
	TOTAL	**81**	**1615**	**969**	**7095**	**616**	**1811**	**12187**		

Crashes can involve more than one aggressive driving behavior (e.g., following too close, too fast for conditions, speed exceeded limit); therefore, adding these numbers together will represent more than the total number of fatalities and disabling injuries.

ALCOHOL AND OTHER DRUGS

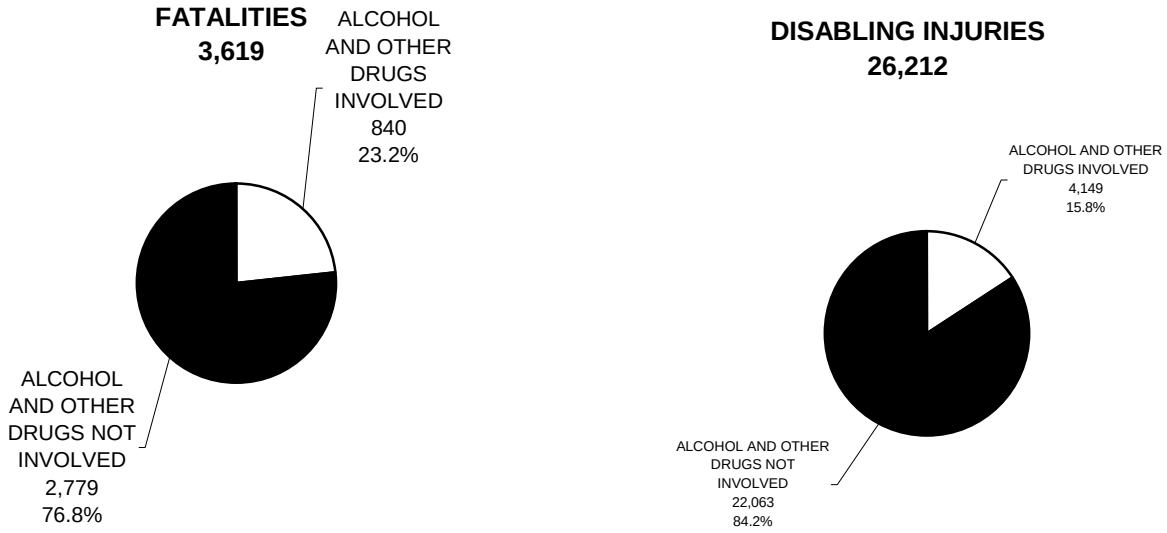
Background

It is impossible for anyone to predict how alcohol will affect him or her on any given occasion. Every drink, especially the first, takes influence over the body and mind having a profound impact over divided attention skills like driving a motor vehicle. Only one drink could have dire consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2003-2005 period, 540,126 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured. During the same time period, there were 25,972 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2003-2005, 840 persons were killed and 4,148 persons were seriously injured in the 25,972 alcohol/drug related traffic crashes.

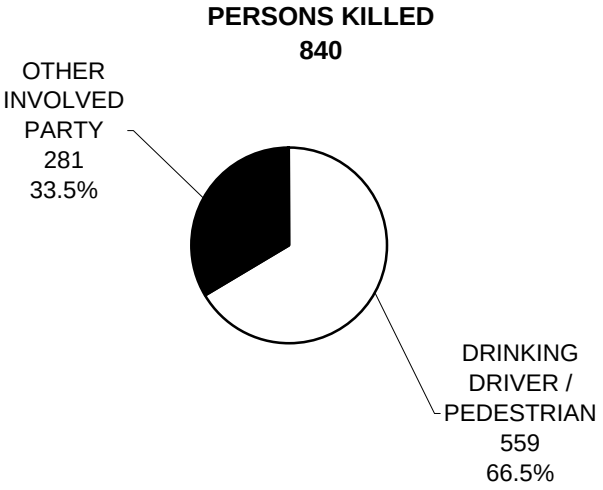
It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate.

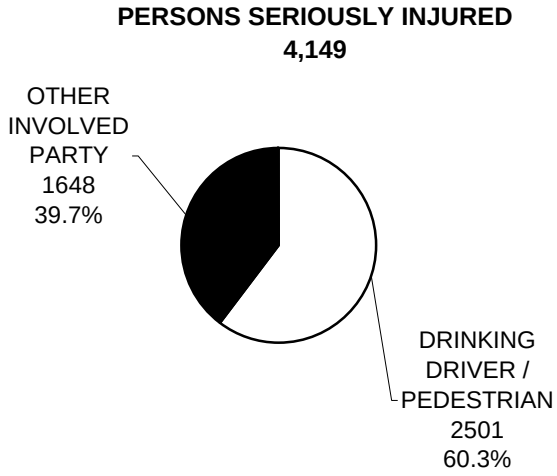
2003-2005 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES



It is a common misconception that drinking/drugged drivers are simply hurting and killing themselves. Although a large number of persons being killed and seriously injured in alcohol and other drug related traffic crashes are the drinking drivers, a substantial number of persons dying and being seriously injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 840 people killed in alcohol and other drug related traffic crashes, 66.5% were the intoxicated driver/pedestrian and 33.5% were some other involved party. Of the 4,149 seriously injured, 60.3% were the intoxicated drivers/pedestrians while 39.7% were other persons in the incidents.

2003-2005 MISSOURI DRINKING AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (Person Involvement)



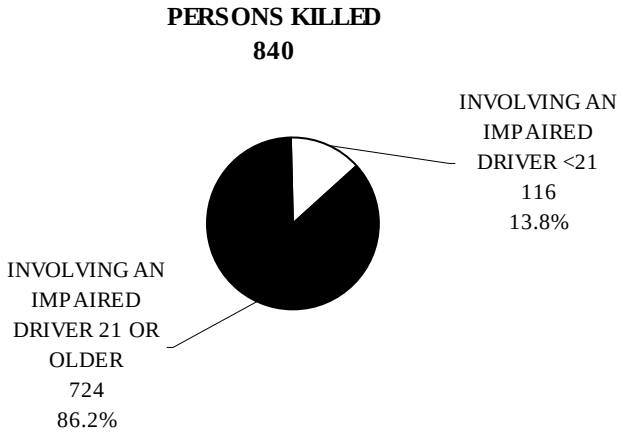


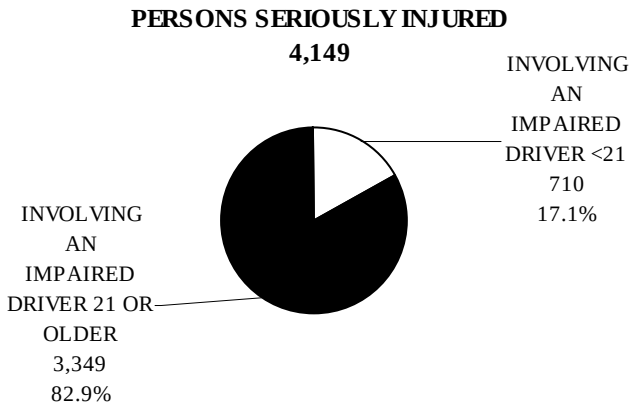
Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 25,815 impaired drivers of motorized vehicles who caused a 2003-2005 traffic crash, 14.2% were under the age of 21 (in known cases).

In 2003-2005, a total of 741 impaired drivers were involved in crashes where one or more persons were killed. Of these drivers, 14.2% were under the age of 21 (in known cases). A total of 116 persons were killed in traffic crashes involving these young drivers. Of those persons killed, 44.8% were the underage drinking driver and 55.2% were some other party in the crash.

2003-2005 MISSOURI ALCOHOL AND OTHER DRUG RELATED FATALITIES AND DISABLING INJURIES (by Age)





NOTE: The data for persons killed and seriously injured involving an impaired driver by age does not include data for those crashes where the driver's age was unknown. Also, one alcohol and other drug related crash has the potential of consisting of an impaired driver younger than 21 and one 21 or older. In these cases, the persons killed and seriously injured will be counted in each chart shown above.

Benchmarks

1. 2% decrease in alcohol and other drug related fatalities and disabling injuries in comparison to the previous 3-year total (2003-2005 = 4989)
2. 2% decrease in alcohol and other drug related fatalities and disabling injuries involving drivers under age 21 in comparison to the previous 3-year total (2003-2005 = 826)

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the benchmarks. In impaired driving crashes, specific criteria are considered: age and sex of drivers; time, date and location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established. Where available, arrest and conviction data will be used to evaluate legislation and to determine training and equipment needs for effective enforcement, prosecution, adjudication and treatment of offenders.

Strategies

Public Information and Education

- Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as ***You Drink & Drive. You Lose***, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements
- Incorporate drinking driving educational programs into school systems and businesses
- Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program and MoDOT public information materials)
- Educate large numbers of alcohol servers in intervention techniques utilizing the SMART web-based server training program and continue to expand and promote the program
- Provide support for the MCRS DWI subcommittee to address impaired driving crashes
- Incorporate, where possible, recommendations made in the 1999 Statewide DWI Assessment
- Incorporate, where possible, recommendations made during the 2001 BAC Symposium
- Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change
- Revise and reprint alcohol educational materials as needed; expand partnerships to encourage use of these materials in their publications
- Develop campaigns/materials to reach special target groups (drivers <21 years, 21-34 year olds, minority populations)
- Develop materials to educate legislators about alcohol and other drug related driving issues
- Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (Missouri Youth/Adult Alliance, MCRS DWI subcommittee, Missouri Coalition for Roadway Safety, Partners In Prevention, Partners In Environmental Change)
- Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or *Every 15 Minutes*, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers

Enforcement

- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing equipment and BAT vans, video cameras, and sobriety checkpoint supplies including signs, cones, flares, lights, generators, vests)
- Provide training on detection and apprehension of impaired drivers (e.g., field sobriety testing, courtroom testimony, and DWI crash investigation techniques)
- Provide motivational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
- Provide supplies and support for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program
- Establish a State SFST Coordinator and Advisory Group to coordinate SFST training in order to maintain standardization of the program; incorporate, where possible, recommendations made in the 2006 SFST assessment, including the use of the 2006 version NHTSA/IACP SFST curriculum
- Require all law enforcement officers working impaired driving grants to work toward having at least 24 hours of SFST training (24-hour minimum will be required in FY 2008)
- Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, selective enforcement, compliance checks, and special events)
- Incorporate, where possible, recommendations made in the 1999 DWI Assessment, including promoting the use of Missouri's Driving While Impaired Tracking System (integrated system linking the local law enforcement systems, Department of Revenue, MoDOT, Highway Patrol, and Office of the State Courts Administrator to track a DWI arrest through prosecution and sentencing) and training local law enforcement clerks and court clerks to use the system
- Incorporate, where possible, recommendations made at the 2001 BAC Testing Symposium
- Increase consistency in enforcement efforts statewide through law enforcement public awareness campaigns (You Drink and Drive You Lose) and multijurisdiction enforcement efforts (statewide alcohol Mobilizations by state and local law enforcement agencies)
- Expand selective enforcement efforts to address young drinking drivers by funding underage drinking enforcement projects statewide
- Utilize additional Strategic Evaluation State (SES) funding to sustain year-round enforcement for national/state campaigns and to target areas representing 65% of the state's population and geographical subdivisions that account for at least 65% of alcohol-related fatalities

Prosecution/Adjudication

- Train prosecutors and law enforcement on local/national DWI issues – Missouri Office of Prosecution Services
- Provide funding to send prosecutors and judges to training that will increase their knowledge about DWI issues and improve prosecution techniques
- Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri

- Continue to provide funding for the MADD Court Monitoring project in selected municipalities and counties in order to increase conviction rates
- Provide additional training to DWI court teams for across the state
- Provide equipment and training to enhance the DWI Tracking System (DWITS)
- Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing

Technology

- Finalize the DWITS to include physical adjustments, upgrades and additions to the current state computer systems and training for users of the system
- Repair, calibrate, certify breath test instruments in order to improve reliability of the instruments; also reassign units as needed through the Missouri Safety Center Breath Laboratory
- Provide funding for programming and to upgrade equipment that will decrease the turnaround time of Administrative License Revocation cases through the Department of Revenue

Hazard Elimination (Section 154 Open Container Transfer Funds)

Within the provisions of SAFETEA-LU, states were required to pass and enforce a qualifying Open Container law or be subject to a 3% transfer of their federal aid highway funds. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Division) or be utilized for qualifying Hazard Elimination projects. Some of the alcohol countermeasures identified within this Plan are supported by Section 154 transfer funds. A portion of the funding has been retained for Hazard Elimination efforts consisting of installation of 3-strand guard cable on major roadways to prevent crossover crashes – one of the most serious types of crashes occurring in Missouri.

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES INVOLVING ALCOHOL AND OTHER DRUGS RANK-ORDER CITY LIST

City Rank	City	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	NON-CITY OR UNINCORPORATED	580	2993	3573	71.62%	71.62%
2	KANSAS CITY	61	194	255	5.11%	76.73%
3	INDEPENDENCE	13	60	73	1.46%	78.20%
4	COLUMBIA	23	53	76	1.52%	79.72%
5	SPRINGFIELD	9	50	59	1.18%	80.90%
6	LEE'S SUMMIT	3	49	52	1.04%	81.94%
7	ST. LOUIS	29	41	70	1.40%	83.35%
8	ST. JOSEPH	6	40	46	0.92%	84.27%
9	JOPLIN	1	32	33	0.66%	84.93%
10	BLUE SPRINGS	2	24	26	0.52%	85.45%
11	ST. CHARLES	2	23	25	0.50%	85.95%
12	LIBERTY	0	19	19	0.38%	86.33%
13	CHESTERFIELD	1	16	17	0.34%	86.67%
14	O'FALLON	2	15	17	0.34%	87.01%
15	BRIDGETON	6	13	19	0.38%	87.39%
16	FLORISSANT	3	13	16	0.32%	87.72%
17	JEFFERSON CITY	6	13	19	0.38%	88.10%
18	SEDALIA	2	13	15	0.30%	88.40%
19	ST. PETERS	3	13	16	0.32%	88.72%
20	BERKELEY	6	12	18	0.36%	89.08%
21	MARYLAND HEIGHTS	4	12	16	0.32%	89.40%
22	TOWN AND COUNTRY	0	12	12	0.24%	89.64%
23	EXCELSIOR SPRINGS	1	11	12	0.24%	89.88%
24	WEBSTER GROVES	0	11	11	0.22%	90.10%
25	HAZELWOOD	0	10	10	0.20%	90.30%
26	ARNOLD	2	9	11	0.22%	90.52%
27	ROLLA	0	9	9	0.18%	90.70%
28	GLADSTONE	0	8	8	0.16%	90.86%
29	PEVELY	1	8	9	0.18%	91.04%
30	ST. ROBERT	2	8	10	0.20%	91.24%
31	WENTZVILLE	2	8	10	0.20%	91.44%
32	CAPE GIRARDEAU	1	7	8	0.16%	91.60%
33	LEBANON	0	7	7	0.14%	91.74%
34	NORTH KANSAS CITY	2	7	9	0.18%	91.92%
35	SUNSET HILLS	4	7	11	0.22%	92.14%
36	CREVE COEUR	0	6	6	0.12%	92.26%
37	EUREKA	3	6	9	0.18%	92.44%
38	JENNINGS	0	6	6	0.12%	92.57%
39	LAKE ST. LOUIS	0	6	6	0.12%	92.69%
40	RAYTOWN	0	6	6	0.12%	92.81%
41	RICHMOND HEIGHTS	0	6	6	0.12%	92.93%
42	WILDWOOD	0	6	6	0.12%	93.05%
43	BALLWIN	1	5	6	0.12%	93.17%

44	BRANSON	0	5	5	0.10%	93.27%
45	FARMINGTON	0	5	5	0.10%	93.37%
46	FESTUS	3	5	8	0.16%	93.53%
47	FREDERICKTOWN	1	5	6	0.12%	93.65%
48	HANNIBAL	2	5	7	0.14%	93.79%
49	KIRKWOOD	2	5	7	0.14%	93.93%
50	MEXICO	0	5	5	0.10%	94.03%
51	NEVADA	1	5	6	0.12%	94.15%
52	ODESSA	0	5	5	0.10%	94.25%
53	OSAGE BEACH	2	5	7	0.14%	94.39%
54	OVERLAND	0	5	5	0.10%	94.49%
55	UNION	2	5	7	0.14%	94.63%
56	WARRENTON	0	5	5	0.10%	94.73%
57	BILLINGS	1	4	5	0.10%	94.83%
58	CLAYCOMO	0	4	4	0.08%	94.91%
59	DE SOTO	1	4	5	0.10%	95.01%
60	GRANDVIEW	1	4	5	0.10%	95.11%
61	JACKSON	0	4	4	0.08%	95.19%
62	KENNETT	3	4	7	0.14%	95.33%
63	NEOSHO	0	4	4	0.08%	95.41%
64	PARK HILLS	0	4	4	0.08%	95.49%
65	PLATTE CITY	0	4	4	0.08%	95.57%
66	SMITHVILLE	0	4	4	0.08%	95.65%
67	BELLE	1	3	4	0.08%	95.73%
68	BELTON	5	3	8	0.16%	95.89%
69	BONNE TERRE	0	3	3	0.06%	95.95%
70	CARTHAGE	0	3	3	0.06%	96.01%
71	CARUTHERSVILLE	0	3	3	0.06%	96.07%
72	CLAYTON	0	3	3	0.06%	96.13%
73	CLEVER	0	3	3	0.06%	96.19%
74	FENTON	0	3	3	0.06%	96.25%
75	FERGUSON	0	3	3	0.06%	96.31%
76	HOUSTON	1	3	4	0.08%	96.39%
77	NEW MADRID	2	3	5	0.10%	96.49%
78	OLIVETTE	0	3	3	0.06%	96.55%
79	OWENSVILLE	0	3	3	0.06%	96.61%
80	POPLAR BLUFF	0	3	3	0.06%	96.67%
81	RAYMORE	0	3	3	0.06%	96.73%
82	RIVERSIDE	0	3	3	0.06%	96.79%
83	ST. CLAIR	1	3	4	0.08%	96.87%
84	SUGAR CREEK	0	3	3	0.06%	96.93%
85	TROY	0	3	3	0.06%	96.99%
86	WARSAW	0	3	3	0.06%	97.05%
87	WASHINGTON	1	3	4	0.08%	97.13%
88	BELLEFONTAINE NEIGHBORS	0	2	2	0.04%	97.17%
89	BRENTWOOD	0	2	2	0.04%	97.21%
90	CARL JUNCTION	1	2	3	0.06%	97.27%
91	DES PERES	0	2	2	0.04%	97.31%
92	FRONTENAC	0	2	2	0.04%	97.35%
93	GRAIN VALLEY	0	2	2	0.04%	97.39%
94	HARRISONVILLE	0	3	3	0.06%	97.45%
95	KIMBERLING CITY	1	2	3	0.06%	97.52%

96	LADUE	0	2	2	0.04%	97.56%
97	LAKE LOTAWANA	1	2	3	0.06%	97.62%
98	MACON	0	2	2	0.04%	97.66%
99	MAPLEWOOD	0	2	2	0.04%	97.70%
100	MARSHALL	0	2	2	0.04%	97.74%
101	MARSHFIELD	0	2	2	0.04%	97.78%
102	MONETT	0	2	2	0.04%	97.82%
103	MOUNT VERNON	0	2	2	0.04%	97.86%
104	NOEL	0	2	2	0.04%	97.90%
105	NORWOOD COURT	0	2	2	0.04%	97.94%
106	OZARK	0	2	2	0.04%	97.98%
107	PARKVILLE	1	2	3	0.06%	98.04%
108	PORTAGEVILLE	0	2	2	0.04%	98.08%
109	SALEM	0	2	2	0.04%	98.12%
110	ST. ANN	0	2	2	0.04%	98.16%
111	ST. JOHN	0	2	2	0.04%	98.20%
112	THAYER	0	2	2	0.04%	98.24%
113	WAYNESVILLE	1	2	3	0.06%	98.30%
114	WEST PLAINS	1	2	3	0.06%	98.36%
115	ALBANY	0	1	1	0.02%	98.38%
116	AURORA	0	1	1	0.02%	98.40%
117	BEL-RIDGE	0	1	1	0.02%	98.42%
118	BETHANY	0	1	1	0.02%	98.44%
119	BOONVILLE	0	1	1	0.02%	98.46%
120	BRECKENRIDGE HILLS	1	1	2	0.04%	98.50%
121	BROOKFIELD	0	1	1	0.02%	98.52%
122	BUFFALO	0	1	1	0.02%	98.54%
123	BYRNES MILL	0	1	1	0.02%	98.56%
124	CAMERON	0	1	1	0.02%	98.58%
125	CARROLLTON	0	1	1	0.02%	98.60%
126	CHARLACK	0	1	1	0.02%	98.62%
127	CLARKSON VALLEY	0	1	1	0.02%	98.64%
128	CLINTON	0	1	1	0.02%	98.66%
129	CONCORDIA	0	1	1	0.02%	98.68%
130	CRESTWOOD	0	1	1	0.02%	98.70%
131	CUBA	0	1	1	0.02%	98.72%
132	DEXTER	0	1	1	0.02%	98.74%
133	DUQUESNE	0	1	1	0.02%	98.76%
134	EDINA	0	1	1	0.02%	98.78%
135	EL DORADO SPRINGS	0	1	1	0.02%	98.80%
136	FAYETTE	0	1	1	0.02%	98.82%
137	GARDEN CITY	0	1	1	0.02%	98.84%
138	HERCULANEUM	0	1	1	0.02%	98.86%
139	HERMANN	0	1	1	0.02%	98.88%
140	HOLTS SUMMIT	0	1	1	0.02%	98.90%
141	IRONTON	0	1	1	0.02%	98.92%
142	KNOB NOSTER	0	1	1	0.02%	98.94%
143	LAKE OZARK	1	1	2	0.04%	98.98%
144	LEXINGTON	0	1	1	0.02%	99.00%
145	LICKING	0	1	1	0.02%	99.02%
146	LILBOURN	0	1	1	0.02%	99.04%
147	LINN	0	1	1	0.02%	99.06%

148	LOUISIANA	0	1	1	0.02%	99.08%
149	MARIONVILLE	2	1	3	0.06%	99.14%
150	MARYVILLE	2	1	3	0.06%	99.20%
151	MEMPHIS	0	1	1	0.02%	99.22%
152	MINER	1	1	2	0.04%	99.26%
153	MOBERLY	1	1	2	0.04%	99.30%
154	NIXA	1	1	2	0.04%	99.34%
155	NORMANDY	0	1	1	0.02%	99.36%
156	OAK GROVE	0	1	1	0.02%	99.38%
157	OAKLAND	1	1	2	0.04%	99.42%
158	PACIFIC	3	1	4	0.08%	99.50%
159	PALMYRA	0	1	1	0.02%	99.52%
160	PLEASANT HILL	0	1	1	0.02%	99.54%
161	PLEASANT VALLEY	0	1	1	0.02%	99.56%
162	POTOSI	1	1	2	0.04%	99.60%
163	REPUBLIC	0	1	1	0.02%	99.62%
164	ROGERSVILLE	0	1	1	0.02%	99.64%
165	SARCOXIE	0	1	1	0.02%	99.66%
166	SHREWSBURY	0	1	1	0.02%	99.68%
167	ST. JAMES	0	1	1	0.02%	99.70%
168	TIPTON	0	1	1	0.02%	99.72%
169	TRENTON	0	1	1	0.02%	99.74%
170	UNIVERSITY CITY	2	1	3	0.06%	99.80%
171	WELLSTON	0	1	1	0.02%	99.82%
172	WELLSVILLE	1	1	2	0.04%	99.86%
173	WRIGHT CITY	0	1	1	0.02%	99.88%
174	BOURBON	1	0	1	0.02%	99.90%
175	CAMPBELL	1	0	1	0.02%	99.92%
176	COOL VALLEY	1	0	1	0.02%	99.94%
177	FULTON	1	0	1	0.02%	99.96%
178	MOUNTAIN VIEW	1	0	1	0.02%	99.98%
179	ST. PAUL	1	0	1	0.02%	100.00%
	TOTAL	**840**	**4149**	**4990**		

Fatalities in crashes involving the use of multiple drugs (e.g., alcohol and other drugs) are only counted once.

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES INVOLVING ALCOHOL AND/OR OTHER DRUGS RANK-ORDER COUNTY LIST

County Rank	County	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	JACKSON	74	320	394	7.90%	7.90%
2	ST. LOUIS	46	303	349	7.00%	14.89%
3	JEFFERSON	39	211	250	5.01%	19.90%
4	FRANKLIN	30	159	189	3.79%	23.69%
5	ST. CHARLES	24	123	147	2.95%	26.64%
6	GREENE	24	121	145	2.91%	29.54%
7	CLAY	19	116	135	2.71%	32.25%
8	BOONE	30	87	117	2.35%	34.60%
9	BARRY	18	89	107	2.14%	36.74%
10	NEWTON	13	68	81	1.62%	38.36%
11	BUTLER	12	63	75	1.50%	39.87%
12	JASPER	13	62	75	1.50%	41.37%
13	CHRISTIAN	10	62	72	1.44%	42.81%
14	CRAWFORD	5	65	70	1.40%	44.22%
15	ST. LOUIS CITY	29	41	70	1.40%	45.62%
16	BUCHANAN	10	57	67	1.34%	46.96%
17	TANEY	8	58	66	1.32%	48.29%
18	COLE	9	55	64	1.28%	49.57%
19	PULASKI	9	55	64	1.28%	50.85%
20	BENTON	3	59	62	1.24%	52.09%
21	CALLAWAY	12	47	59	1.18%	53.28%
22	ST. FRANCOIS	10	48	58	1.16%	54.44%
23	CAPE GIRARDEAU	9	47	56	1.12%	55.56%
24	LAWRENCE	8	47	55	1.10%	56.66%
25	CAMDEN	15	39	54	1.08%	57.75%
26	HOWELL	7	47	54	1.08%	58.83%
27	MCDONALD	10	44	54	1.08%	59.91%
28	PHELPS	11	42	53	1.06%	60.97%
29	STODDARD	5	43	48	0.96%	61.94%
30	PETTIS	2	45	47	0.94%	62.88%
31	STONE	11	36	47	0.94%	63.82%
32	CASS	8	37	45	0.90%	64.72%
33	JOHNSON	9	35	44	0.88%	65.60%
34	PLATTE	5	38	43	0.86%	66.47%
35	LACLEDE	3	38	41	0.82%	67.29%
36	LAFAYETTE	6	33	39	0.78%	68.07%
37	LINCOLN	12	27	39	0.78%	68.85%
38	AUDRAIN	5	33	38	0.76%	69.61%
39	POLK	1	37	38	0.76%	70.37%
40	DENT	4	33	37	0.74%	71.12%
41	SCOTT	6	31	37	0.74%	71.86%
42	TEXAS	7	30	37	0.74%	72.60%
43	VERNON	10	27	37	0.74%	73.34%
44	MILLER	5	31	36	0.72%	74.06%
45	DUNKLIN	11	24	35	0.70%	74.76%

46	COOPER	3	29	32	0.64%	75.41%
47	GASCONADE	2	29	31	0.62%	76.03%
48	HENRY	7	23	30	0.60%	76.63%
49	MACON	5	25	30	0.60%	77.23%
50	OSAGE	2	28	30	0.60%	77.83%
51	PEMISCOT	5	25	30	0.60%	78.43%
52	MARIES	6	23	29	0.58%	79.01%
53	NEW MADRID	6	23	29	0.58%	79.60%
54	WAYNE	6	23	29	0.58%	80.18%
55	MORGAN	5	23	28	0.56%	80.74%
56	WEBSTER	6	22	28	0.56%	81.30%
57	HICKORY	6	21	27	0.54%	81.84%
58	REYNOLDS	4	22	26	0.52%	82.36%
59	MARION	10	15	25	0.50%	82.86%
60	OREGON	4	21	25	0.50%	83.36%
61	RIPLEY	3	22	25	0.50%	83.86%
62	RANDOLPH	4	20	24	0.48%	84.35%
63	SALINE	4	20	24	0.48%	84.83%
64	WASHINGTON	8	16	24	0.48%	85.31%
65	BATES	3	20	23	0.46%	85.77%
66	BOLLINGER	2	21	23	0.46%	86.23%
67	DALLAS	2	21	23	0.46%	86.69%
68	DOUGLAS	5	18	23	0.46%	87.15%
69	MISSISSIPPI	4	19	23	0.46%	87.61%
70	STE. GENEVIEVE	1	22	23	0.46%	88.07%
71	CARTER	3	19	22	0.44%	88.51%
72	MONITEAU	7	15	22	0.44%	88.96%
73	MONTGOMERY	10	12	22	0.44%	89.40%
74	RALLS	1	21	22	0.44%	89.84%
75	WRIGHT	3	19	22	0.44%	90.28%
76	CLINTON	3	18	21	0.42%	90.70%
77	HOWARD	4	17	21	0.42%	91.12%
78	OZARK	4	16	20	0.40%	91.52%
79	RAY	8	12	20	0.40%	91.92%
80	SHANNON	2	18	20	0.40%	92.32%
81	IRON	6	13	19	0.38%	92.70%
82	NODAWAY	3	16	19	0.38%	93.08%
83	WARREN	2	17	19	0.38%	93.47%
84	HARRISON	5	13	18	0.36%	93.83%
85	LEWIS	3	14	17	0.34%	94.17%
86	LINN	6	11	17	0.34%	94.51%
87	ANDREW	0	15	15	0.30%	94.81%
88	CARROLL	5	10	15	0.30%	95.11%
89	MONROE	3	12	15	0.30%	95.41%
90	ADAIR	1	12	13	0.26%	95.67%
91	CEDAR	2	11	13	0.26%	95.93%
92	CHARITON	3	10	13	0.26%	96.19%
93	LIVINGSTON	1	12	13	0.26%	96.45%
94	CALDWELL	0	12	12	0.24%	96.69%
95	PIKE	3	9	12	0.24%	96.93%
96	WORTH	2	10	12	0.24%	97.17%
97	ATCHISON	1	10	11	0.22%	97.39%

98	CLARK	2	9	11	0.22%	97.61%
99	DAVIESS	4	6	10	0.20%	97.82%
100	DEKALB	1	9	10	0.20%	98.02%
101	MADISON	3	7	10	0.20%	98.22%
102	ST. CLAIR	2	8	10	0.20%	98.42%
103	BARTON	2	7	9	0.18%	98.60%
104	GENTRY	2	7	9	0.18%	98.78%
105	HOLT	1	8	9	0.18%	98.96%
106	GRUNDY	0	7	7	0.14%	99.10%
107	KNOX	0	7	7	0.14%	99.24%
108	PERRY	0	7	7	0.14%	99.38%
109	SCOTLAND	0	7	7	0.14%	99.52%
110	SCHUYLER	0	6	6	0.12%	99.64%
111	SHELBY	0	6	6	0.12%	99.76%
112	DADE	0	5	5	0.10%	99.86%
113	SULLIVAN	2	1	3	0.06%	99.92%
114	MERCER	0	2	2	0.04%	99.96%
115	PUTNAM	0	2	2	0.04%	100.00%
	TOTAL	**840**	**4149**	**4989**		

Fatalities in crashes involving the use of multiple drugs (e.g., alcohol and other drugs) are only counted once.

OCCUPANT RESTRAINTS

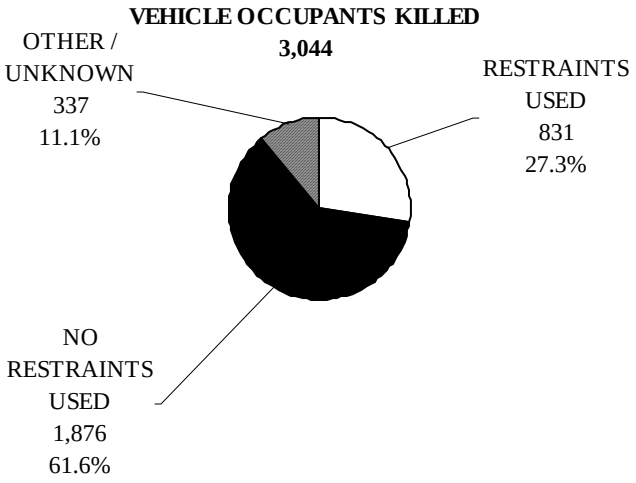
RESTRAINT USE

Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install seat belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed or seriously injured in 2003-2005, in all probability, had a seat belt available for use:

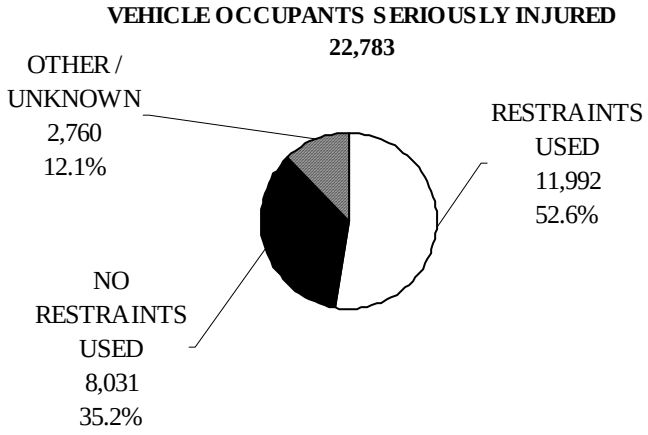
- 3,619 killed – 84.1% had a seat belt available;
- 26,212 seriously injured – 86.9% had a seat belt available.

A substantial number of occupants killed in 2003-2005 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. In fatal crashes, **68% of the people who died were not buckled up** (crashes where usage was known). Of those seriously injured, 39.4% were not belted, and of those not injured, only 4.5% were not wearing a seat belt.

2003-2005 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES
SEAT BELT USAGE



Data includes Child Safety Seats



Data includes Child Safety Seats

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2003-2005 crashes, 1 in 2.5 were inured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more significant. Drivers had a **1 in 36** chance of being **killed** if they were **not wearing a seat belt**; but the chance of being killed dropped dramatically to **1 in 1,140** if the driver was **wearing a seat belt**.

Seat Belt Usage Among High School Students

While 68% of the dead occupants were not buckled up, lack of seat belt use becomes even more significant when we segregate young people. When just looking at young people between the **ages of 15 through 20, 75% of those who died were not buckled up**.

The Highway Safety Division had long been concerned with the lack of seat belt usage among young drivers and passengers. Unfortunately, there was no survey data to provide an established use rate for this age group. In 2003, parameters were developed to conduct an observational safety belt usage survey for these teens. It was determined that the most effective way to reach this very targeted age group was to survey specific high schools throughout the state.

Several guiding principles served as the underlying basis for the sampling plan:

1. The individual public high school would be the basic sample unit at which seat belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the ten MoDOT districts in the state.
3. The number of schools selected from each MoDOT district would be proportionate to the number of schools in that district in comparison to the state total of 496 public high schools
4. The high schools within each district would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT district.

One hundred-fifty schools were selected for the survey in 92 counties (80% of the 115 counties in Missouri). Data were collected in April and/or May. Observations were conducted Monday through Friday. Two instruments were used to collect the data. One instrument focused on the vehicle and the driver while the other targeted the front seat outboard passenger and other occupants in the vehicle. A detailed report of all finding is kept on file at the Highway Safety office.

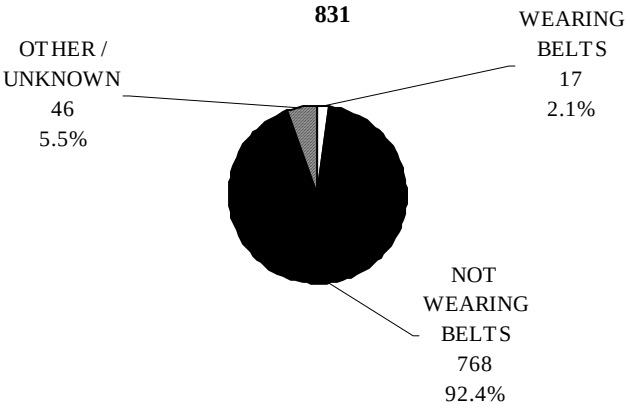
Results of the first survey in 2004 indicated only a 53.5% usage rate for the high school students; results for 2005 indicated an increase to 56.4%.

Ejections

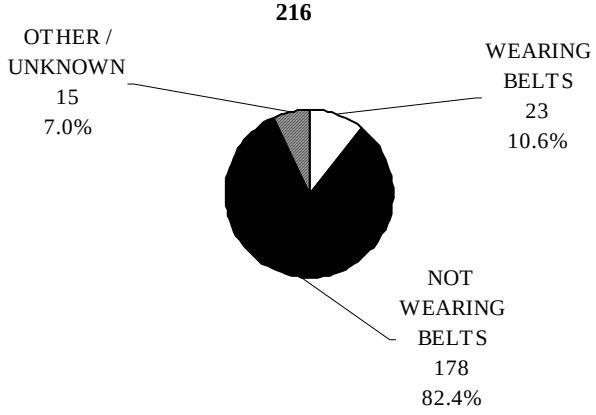
The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those occupants killed or seriously injured who were totally ejected from a vehicle in 2003-2005 Missouri traffic crashes, 96.8% were not wearing seat belts in known cases and of those partially ejected, 83.8% were not belted. Of the occupants not ejected from their vehicles, 35.2% were not wearing their seat belt.

2003-2005 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES
SEAT BELT USAGE

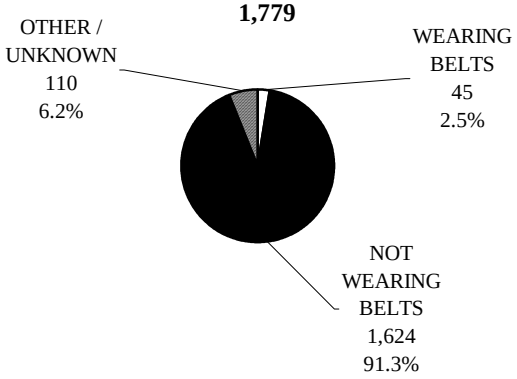
OCCUPANTS EJECTED AND KILLED
831



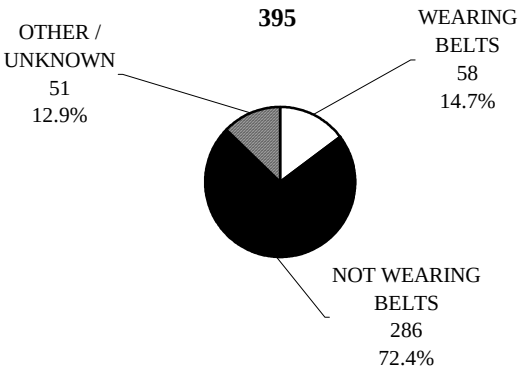
OCCUPANTS PARTIALLY EJECTED AND KILLED
216



OCCUPANTS EJECTED AND SERIOUSLY INJURED
1,779



OCCUPANTS PARTIALLY EJECTED AND SERIOUSLY INJURED
395

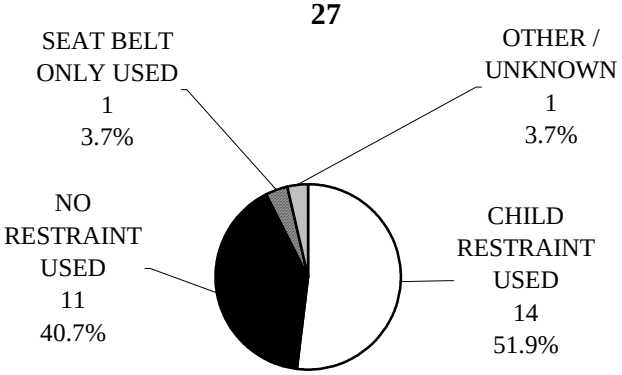


Child Safety Seat Usage

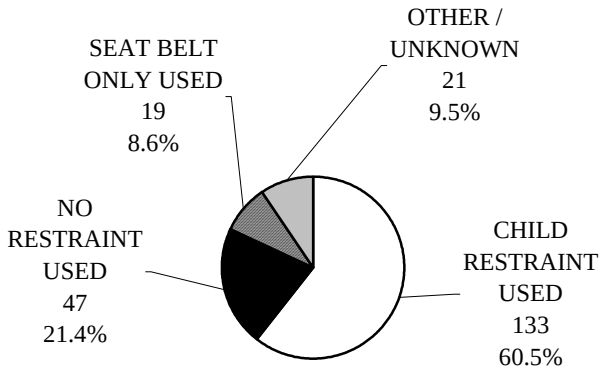
From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 2003-2005, 27 children under the age of 4 were killed in a motor vehicle. In known cases, 42.3% were not using any type of restraint device. There were 220 children under 4 seriously injured as occupants in motor vehicles in 2003-2005. In known cases, 22.3% were not using any type of restraint device and 9% were in an adult seat belt.

2003-2005 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES
RESTRAINT DEVICE USAGE – CHILDREN UNDER AGE 4

CHILDREN UNDER AGE 4 - KILLED
27



CHILDREN UNDER AGE 4 - SERIOUSLY INJURED
220

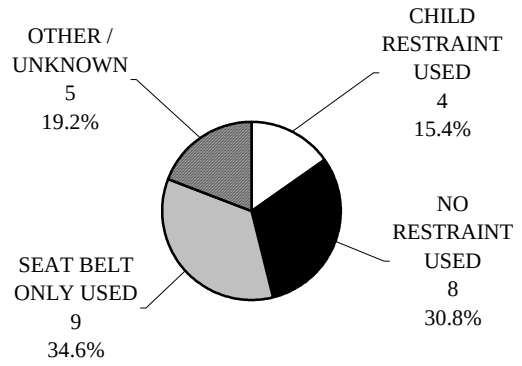


Missouri's child passenger restraint law required children under the age of 4 to be in an occupant restraint, but once a child turned 4 years old, they could graduate to a safety belt. Research indicates that when children graduate to a safety belt too soon, they are much more likely to suffer serious, disabling injuries due to "seat belt syndrome" if they are in a crash. Effective August 28, 2006, Missouri's legislature strengthened our child passenger restraint law to require children ages 4 through 7 to ride secured in either a booster seat or child passenger restraint.

In 2003-2005, 26 children 4-7 years of age were killed in a motor vehicle. In known cases, 33.3% were not using any type of restraint device. Another 308 children within this age group were seriously injured as occupants in motor vehicles in 2003-2005. In known cases, 32.6% were not using any type of restraint device; 12% were using a child restraint, and 43% were in a seat belt.

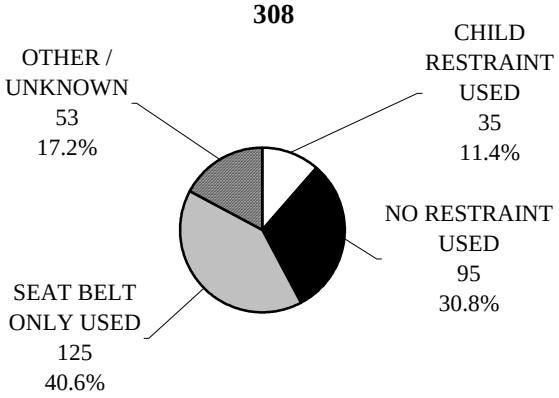
2003-2005 MISSOURI TRAFFIC FATALITIES AND DISABLING INJURIES
RESTRAINT DEVICE USAGE – CHILDREN 4-7 YEARS OF AGE

CHILDREN 4-7 YEARS OF AGE - KILLED
26



Unknown data not included

CHILDREN 4-7 YEARS OF AGE
SERIOUSLY INJURED
308



Unknown data not included

Benchmarks

1. 2% increase in the statewide safety belt usage rate (2005 usage was 77.4%)
2. 2% increase in the teen young driver safety belt usage rate (2005 usage was 56.4%)
3. 2% increase in the child occupant restraint usage rate (2005 usage was 82%)
4. 2% increase in the pickup truck safety belt usage rate (2005 usage was 66.4%)
5. 2% increase in the CMV operator safety belt usage rate (2005 usage was 65.7%)
6. 100% correct use of child safety seats by parents/caregivers upon exiting checkup events or fitting stations
7. Assure there is an adequate base of certified Child Passenger Safety technicians and instructors within the state – 600 certified Technicians; 30 certified Instructors

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the benchmarks. Properly administered and consistent occupant restraint usage surveys will be conducted statewide through a grant with the Missouri Safety Center. Usage rates will be monitored to analyze the effectiveness of our enforcement and awareness mobilizations and our educational campaigns.

Strategies

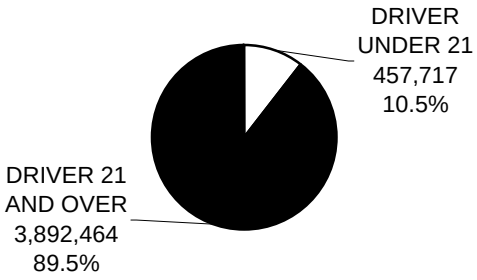
- Conduct NHTSA-approved statewide observational safety belt survey in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns); segregate pickup truck usage to target those drivers/passengers
- Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April
- Conduct annual statewide observational child safety seat survey in March/April
- Produce educational materials addressing: occupant protection laws; importance of wearing safety belts all the time; using booster seats; using properly installed child safety seats
- Conduct seven certified Child Passenger Safety Technician and two Instructor training sessions throughout the state
- Develop and maintain a statewide computer list-serve of CPS technicians and instructors
- Promote high school "Battle of the Belts" project through the MCRS regional coalitions and provide materials and support as needed
- Conduct the *Restrain Yourself* high school safety belt video contest (the actual video contest, awards, and airing will be conducted every other year)
- Promote the "Saved by the Belt" survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience
- Conduct child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, and safety organizations such as Safe Kids
- Upon availability of funding, provide child safety seats/booster seats and supplies to fitting stations for distribution to low income families
- Conduct Selective Traffic Enforcement Program (STEP) Wave with State Patrol and 60 local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message
- Enhance both paid and earned media efforts
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws and enhanced child safety seat laws
- Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers and their passengers
- Develop youth safety belt public awareness materials with input from young drivers
- Educate youth on the importance of safety belts through programs such as Team Spirit Leadership Training & Reunion, Think First, and the Young Traffic Offenders Program
- Participate in regional safety belt rallies and the Primary Safety Belt Partners Summit in November 2006
- Develop safety belt awareness materials targeting MoDOT employees and commercial motor vehicle operators
- Establish CPS Advisory Board and implement their recommendations where appropriate

YOUNG DRIVERS

Background

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri's traffic crash experience. There were 457,717 persons under the age of 21 licensed in Missouri in 2005, accounting for **only 10.5%** of the 4,350,181 persons licensed in the State. The percentage of young licensed drivers varies only by a few tenths of a percentage point each year (e.g., 10.7% one year versus 10.5% another year).

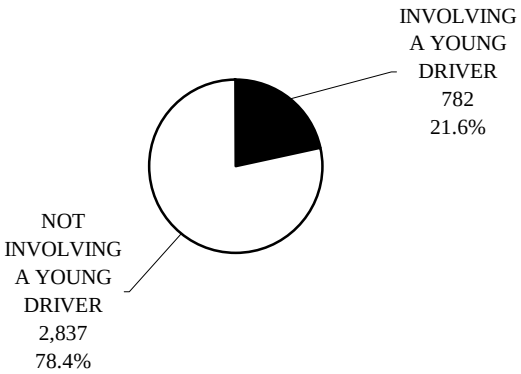
2005 MISSOURI LICENSED DRIVERS
DRIVER AGE



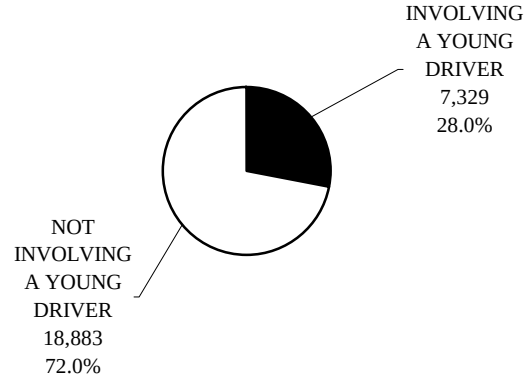
Of all 2003 – 2005 fatal and disabling injury crashes in Missouri, 25.8% involved a young driver. In 2003 – 2005, 782 persons were killed and 7,329 were seriously injured in traffic crashes involving a young driver.

2003-2005 MISSOURI YOUTH INVOLVED TRAFFIC FATALITIES AND DISABLING INJURIES

PERSONS KILLED



PERSONS SERIOUSLY INJURED



Several factors work together to make this age group so susceptible to crashes:

- Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions—small and large—that add up to safe driving. A larger percentage of fatal crashes involving young drivers are single-vehicle crashes where the vehicle frequently leaves the road and overturns or hits a stationary object like a tree or pole.
- Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking, and failing to wear a safety belt. Peer pressure also often encourages risk taking. In general a smaller percentage of young drivers in Missouri wear their safety belts compared to other drivers (teen safety belt usage rate for 2005 was 56.4% compared to the overall usage rate of 77.4%).
- Greater risk exposure: Young drivers often drive at night with other friends in the vehicle. During night driving, reaction time is slower since the driver can only see as far as the headlights allow. More teen fatal crashes occur when passengers—usually other teenagers—are in the car than do crashes involving other drivers. Driving with young, exuberant passengers usually poses a situation of distraction from the driving task. Both of these factors increase crash risk.

In crashes, the top 5 contributing circumstances attributable to young drivers were:

1. Inattention
2. Driving Too Fast for Conditions
3. Failed to Yield
4. Following too Close
5. Improper lane usage/change

Young Drinking Drivers

When analyzing statistics involving young drinking drivers, it is all the more important for us to keep in mind that drinking is an illegal behavior for those under 21 years of age. In Missouri, we have a "zero tolerance" law for people under 21 that sets their illegal blood alcohol content level at .02 percent (considerably lower than the .08 BAC level for adults).

In 2003-2005, there were 3,571 drivers whose consumption of alcohol contributed to the cause of a fatal or disabling injury crash. Of those drinking drivers, 523 or 14.6% were under the legal drinking age of 21.

In 2003-2005, a total of 709 drinking drivers were involved in crashes where one or more persons were **killed**. Ninety-six of those drinking drivers (13.7%) were 15-20 years of age. In 2003-2005, 803 (22.2%) of the fatalities and 3,908 (14.9%) of the disabling injuries involved a drinking driver. Of these, 107 (3%) of the fatalities and 645 (2.5%) of the disabling injuries involved an underage drinking driver.

In 2003-2005, 699 **young drivers** were involved in 667 fatal traffic crashes (782 people died in these crashes). Of the total, 96 or 13.7% of the young drivers were drinking and driving. **In other words, one of every 13 young drivers involved in fatal crashes was drinking alcohol and his / her intoxicated condition contributed to the cause of the crash.**

Benchmarks

1. 2% decrease in fatalities and disabling injuries resulting from crashes involving young drivers compared to the previous 3-year period (2003-2005 = 8,110)
2. 2% decrease in fatalities and disabling injuries resulting from crashes involving young drinking drivers compared to the previous 3-year period (2003-2005 = 752)

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the benchmarks. We will monitor crashes involving drivers within the age group affected by Missouri's graduated drivers' licensing law, which became effective January 1, 2001. Increases and/or decreases in the percentage of licensed young drivers will also be monitored. Effective August 28, 2006, changes to Missouri's GDL law were implemented. The number of supervised driving hours was increased from twenty to forty (ten of which must take place at night), and passengers under age 19 were limited to one for the first six months and limited to three during the following six months. We will also attempt to determine if the legislative changes to the GDL law have had any significant impact on crashes involving intermediate licensees.

Strategies

- Continue support for youth prevention and education programs to include Team Spirit Leadership Conferences; Team Spirit Reunion; Think First Programs (school assemblies, Young Traffic Offenders Program, and the corporate program); *Every 15 Minutes*; DWI docudramas, CHEERS university-based designated driver program
- Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* through DOR fee and branch offices and Highway Patrol driver examination stations
- Begin comprehensive review of young driver educational programs to determine the best and most cost-effective way to reach the largest number parents who are teaching teens to drive and teens who are learning to drive
- Continue to update, as needed, materials and website information on young, high-risk drivers; develop materials that are especially appealing to young drivers
- Include information on the GDL law in highway safety materials, on the website, and within presentations
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART web-based server training, Party Patrol, selective enforcement, compliance checks, and multi-jurisdiction enforcement teams)
- Conduct an annual safety belt survey of young drivers and their passengers
- Every other year, initiate the *Restrain Yourself* youth safety belt public information campaign with the assistance and input from young drivers
- Provide funding for college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign
- Encourage strict enforcement of Missouri's GDL law
- Encourage strict enforcement of Missouri's Zero Tolerance Law
- Incorporate findings from the Teen Focus Groups to enhance public information efforts

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES INVOLVING A YOUNG DRIVER RANK-ORDER CITY LIST

City Rank	City	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	NON-CITY OR UNINCORPORATED	559	4626	5185	63.93%	63.93%
2	ST. LOUIS	38	171	209	2.58%	66.50%
3	KANSAS CITY	34	164	198	2.44%	68.94%
4	ST. JOSEPH	1	154	155	1.91%	70.85%
5	LEE'S SUMMIT	2	125	127	1.57%	72.42%
6	SPRINGFIELD	9	115	124	1.53%	73.95%
7	BLUE SPRINGS	1	113	114	1.41%	75.35%
8	JOPLIN	6	108	114	1.41%	76.76%
9	LIBERTY	2	98	100	1.23%	77.99%
10	INDEPENDENCE	13	85	98	1.21%	79.20%
11	ST. CHARLES	3	66	69	0.85%	80.05%
12	COLUMBIA	8	59	67	0.83%	80.88%
13	ST. PETERS	3	53	56	0.69%	81.57%
14	EXCELSIOR SPRINGS	1	47	48	0.59%	82.16%
15	MEXICO	0	46	46	0.57%	82.73%
16	O'FALLON	4	41	45	0.55%	83.28%
17	CHESTERFIELD	1	37	38	0.47%	83.75%
18	LEBANON	0	36	36	0.44%	84.19%
19	FLORISSANT	3	29	32	0.39%	84.59%
20	HAZELWOOD	2	29	31	0.38%	84.97%
21	EUREKA	5	25	30	0.37%	85.34%
22	WILDWOOD	3	27	30	0.37%	85.71%
23	BELTON	3	26	29	0.36%	86.07%
24	FERGUSON	2	24	26	0.32%	86.39%
25	SUNSET HILLS	3	22	25	0.31%	86.70%
26	BRIDGETON	1	23	24	0.30%	86.99%
27	KIRKWOOD	2	21	23	0.28%	87.28%
28	KENNETT	0	21	21	0.26%	87.54%
29	ARNOLD	3	17	20	0.25%	87.78%
30	JEFFERSON CITY	3	17	20	0.25%	88.03%
31	SEDALIA	0	20	20	0.25%	88.28%
32	FARMINGTON	0	19	19	0.23%	88.51%
33	POPLAR BLUFF	0	19	19	0.23%	88.74%
34	TOWN AND COUNTRY	1	17	18	0.22%	88.97%
35	FESTUS	0	17	17	0.21%	89.18%
36	MARYLAND HEIGHTS	2	15	17	0.21%	89.38%
37	RAYTOWN	0	17	17	0.21%	89.59%
38	WAYNESVILLE	0	17	17	0.21%	89.80%
39	ELLISVILLE	0	16	16	0.20%	90.00%
40	WENTZVILLE	1	15	16	0.20%	90.20%
41	BELLEFONTAINE NEIGHBORS	1	14	15	0.18%	90.38%
42	CAPE GIRARDEAU	3	12	15	0.18%	90.57%

43	NEVADA	0	15	15	0.18%	90.75%
44	UNION	2	13	15	0.18%	90.94%
45	WEST PLAINS	2	13	15	0.18%	91.12%
46	OZARK	0	14	14	0.17%	91.30%
47	PEVELY	1	12	13	0.16%	91.46%
48	BRANSON	1	11	12	0.15%	91.60%
49	BALLWIN	0	11	11	0.14%	91.74%
50	GLADSTONE	0	11	11	0.14%	91.88%
51	MANCHESTER	0	11	11	0.14%	92.01%
52	NEOSHO	0	11	11	0.14%	92.15%
53	SIKESTON	0	11	11	0.14%	92.28%
54	TROY	0	11	11	0.14%	92.42%
55	BUFFALO	1	9	10	0.12%	92.54%
56	FREDERICKTOWN	0	10	10	0.12%	92.66%
57	HARRISONVILLE	1	9	10	0.12%	92.79%
58	JACKSON	2	8	10	0.12%	92.91%
59	KIRKSVILLE	0	10	10	0.12%	93.03%
60	OLIVETTE	0	10	10	0.12%	93.16%
61	RICHMOND HEIGHTS	1	9	10	0.12%	93.28%
62	ST. CLAIR	0	10	10	0.12%	93.40%
63	ST. ROBERT	3	7	10	0.12%	93.53%
64	CAMDENTON	0	9	9	0.11%	93.64%
65	CARUTHERSVILLE	2	7	9	0.11%	93.75%
66	COTTLEVILLE	0	9	9	0.11%	93.86%
67	GRANDVIEW	1	8	9	0.11%	93.97%
68	HANNIBAL	0	9	9	0.11%	94.08%
69	JENNINGS	1	8	9	0.11%	94.19%
70	OSAGE BEACH	0	9	9	0.11%	94.30%
71	ROLLA	0	9	9	0.11%	94.41%
72	SALEM	0	9	9	0.11%	94.53%
73	TRENTON	0	9	9	0.11%	94.64%
74	WEBSTER GROVES	1	8	9	0.11%	94.75%
75	AURORA	0	8	8	0.10%	94.85%
76	OVERLAND	0	8	8	0.10%	94.95%
77	WEBB CITY	0	8	8	0.10%	95.04%
78	BYRNES MILL	0	7	7	0.09%	95.13%
79	CREVE COEUR	0	7	7	0.09%	95.22%
80	HOLLISTER	0	7	7	0.09%	95.30%
81	BERNIE	2	4	6	0.07%	95.38%
82	BOLIVAR	1	5	6	0.07%	95.45%
83	CARTHAGE	0	6	6	0.07%	95.52%
84	CRYSTAL CITY	0	6	6	0.07%	95.60%
85	DES PERES	0	6	6	0.07%	95.67%
86	HERCULANEUM	0	6	6	0.07%	95.75%
87	KEARNEY	1	5	6	0.07%	95.82%
88	LADUE	0	6	6	0.07%	95.89%
89	LEXINGTON	0	6	6	0.07%	95.97%
90	MARIONVILLE	0	6	6	0.07%	96.04%
91	PAGEDALE	0	6	6	0.07%	96.12%
92	REPUBLIC	0	6	6	0.07%	96.19%
93	BERKELEY	0	5	5	0.06%	96.25%
94	CHARLESTON	1	4	5	0.06%	96.31%

95	CUBA	1	4	5	0.06%	96.38%
96	DELLWOOD	1	4	5	0.06%	96.44%
97	GREENFIELD	0	5	5	0.06%	96.50%
98	MARSHALL	0	5	5	0.06%	96.56%
99	MARSHFIELD	0	5	5	0.06%	96.62%
100	MOSCOW MILLS	0	5	5	0.06%	96.68%
101	MOUNTAIN GROVE	0	5	5	0.06%	96.75%
102	NIXA	0	5	5	0.06%	96.81%
103	NORMANDY	1	4	5	0.06%	96.87%
104	NORTH KANSAS CITY	0	5	5	0.06%	96.93%
105	PACIFIC	1	4	5	0.06%	96.99%
106	PARK HILLS	0	5	5	0.06%	97.05%
107	PLEASANT HILL	1	4	5	0.06%	97.12%
108	RAYMORE	2	3	5	0.06%	97.18%
109	ST. ANN	0	5	5	0.06%	97.24%
110	UNIVERSITY CITY	0	5	5	0.06%	97.30%
111	WASHINGTON	2	3	5	0.06%	97.36%
112	BEL-RIDGE	0	4	4	0.05%	97.41%
113	BOURBON	0	4	4	0.05%	97.46%
114	DE SOTO	0	4	4	0.05%	97.51%
115	FULTON	1	3	4	0.05%	97.56%
116	HILLSBORO	2	2	4	0.05%	97.61%
117	LAKE ST. LOUIS	0	4	4	0.05%	97.66%
118	MONETT	2	2	4	0.05%	97.71%
119	MOUNT VERNON	1	3	4	0.05%	97.76%
120	ODESSA	0	4	4	0.05%	97.81%
121	SHREWSBURY	0	4	4	0.05%	97.85%
122	SULLIVAN	0	4	4	0.05%	97.90%
123	WILLOW SPRINGS	2	2	4	0.05%	97.95%
124	AVA	2	1	3	0.04%	97.99%
125	CAMPBELL	1	2	3	0.04%	98.03%
126	CENTRALIA	1	2	3	0.04%	98.06%
127	CLAYTON	0	3	3	0.04%	98.10%
128	ELSBERRY	0	3	3	0.04%	98.14%
129	GLENDALE	0	3	3	0.04%	98.18%
130	LAKE LOTAWANA	2	1	3	0.04%	98.21%
131	LAKE OZARK	1	2	3	0.04%	98.25%
132	MAPLEWOOD	0	3	3	0.04%	98.29%
133	PURDY	0	3	3	0.04%	98.32%
134	ROCK HILL	0	3	3	0.04%	98.36%
135	STEELVILLE	0	3	3	0.04%	98.40%
136	WARRENSBURG	0	3	3	0.04%	98.43%
137	WRIGHT CITY	1	2	3	0.04%	98.47%
138	ASHLAND	0	2	2	0.02%	98.50%
139	BETHANY	0	2	2	0.02%	98.52%
140	BOWLING GREEN	1	1	2	0.02%	98.55%
141	BRENTWOOD	0	2	2	0.02%	98.57%
142	CANTON	0	2	2	0.02%	98.59%
143	CARL JUNCTION	0	2	2	0.02%	98.62%
144	CASSVILLE	0	2	2	0.02%	98.64%
145	CLINTON	0	2	2	0.02%	98.67%
146	DREXEL	0	2	2	0.02%	98.69%

147	ELDON	1	1	2	0.02%	98.72%
148	FENTON	1	1	2	0.02%	98.74%
149	GOWER	0	2	2	0.02%	98.77%
150	GRAIN VALLEY	0	2	2	0.02%	98.79%
151	GRANBY	0	2	2	0.02%	98.82%
152	HIGGINSVILLE	0	2	2	0.02%	98.84%
153	HOUSTON	0	2	2	0.02%	98.87%
154	LAWSON	0	2	2	0.02%	98.89%
155	MARYVILLE	0	2	2	0.02%	98.92%
156	MEMPHIS	0	2	2	0.02%	98.94%
157	MOBERLY	0	2	2	0.02%	98.96%
158	MOLINE ACRES	0	2	2	0.02%	98.99%
159	NEW MADRID	1	1	2	0.02%	99.01%
160	PARKVILLE	1	1	2	0.02%	99.04%
161	PECULIAR	0	2	2	0.02%	99.06%
162	PLATTE CITY	0	2	2	0.02%	99.09%
163	POTOSI	0	2	2	0.02%	99.11%
164	SMITHVILLE	0	2	2	0.02%	99.14%
165	ST. JOHN	0	2	2	0.02%	99.16%
166	STE. GENEVIEVE	0	2	2	0.02%	99.19%
167	SUGAR CREEK	0	2	2	0.02%	99.21%
168	TARKIO	0	2	2	0.02%	99.24%
169	WARRENTON	0	2	2	0.02%	99.26%
170	WARSAW	0	2	2	0.02%	99.28%
171	WELLSTON	0	2	2	0.02%	99.31%
172	WILLARD	0	2	2	0.02%	99.33%
173	WINONA	0	2	2	0.02%	99.36%
174	WOODSON TERRACE	0	2	2	0.02%	99.38%
175	ALBANY	0	1	1	0.01%	99.40%
176	BATTLEFIELD	0	1	1	0.01%	99.41%
177	BOONVILLE	0	1	1	0.01%	99.42%
178	BRECKENRIDGE HILLS	0	1	1	0.01%	99.43%
179	BROOKFIELD	1	0	1	0.01%	99.45%
180	BUTLER	0	1	1	0.01%	99.46%
181	CABOOL	0	1	1	0.01%	99.47%
182	CALVERTON PARK	0	1	1	0.01%	99.48%
183	CAMERON	0	1	1	0.01%	99.49%
184	CARTERVILLE	0	1	1	0.01%	99.51%
185	CLARKSON VALLEY	0	1	1	0.01%	99.52%
186	CLEVER	0	1	1	0.01%	99.53%
187	CONCORDIA	0	1	1	0.01%	99.54%
188	COUNTRY CLUB VILLAGE	0	1	1	0.01%	99.56%
189	CRESTWOOD	0	1	1	0.01%	99.57%
190	DEXTER	0	1	1	0.01%	99.58%
191	DUENWEG	0	1	1	0.01%	99.59%
192	EAST PRAIRIE	0	1	1	0.01%	99.61%
193	EDINA	0	1	1	0.01%	99.62%
194	EL DORADO SPRINGS	0	1	1	0.01%	99.63%
195	FAYETTE	0	1	1	0.01%	99.64%
196	GREEN PARK	0	1	1	0.01%	99.65%
197	GREENWOOD	0	1	1	0.01%	99.67%
198	HAYTI	0	1	1	0.01%	99.68%

199	HOLDEN	0	1	1	0.01%	99.69%
200	JASPER	0	1	1	0.01%	99.70%
201	LINN	0	1	1	0.01%	99.72%
202	MALDEN	1	0	1	0.01%	99.73%
203	MANSFIELD	0	1	1	0.01%	99.74%
204	MARBLE HILL	0	1	1	0.01%	99.75%
205	MARCELINE	0	1	1	0.01%	99.77%
206	MINER	0	1	1	0.01%	99.78%
207	MONTGOMERY CITY	0	1	1	0.01%	99.79%
208	NOEL	1	0	1	0.01%	99.80%
209	OAK GROVE	0	1	1	0.01%	99.82%
210	OAKLAND	0	1	1	0.01%	99.83%
211	PIEDMONT	0	1	1	0.01%	99.84%
212	PLEASANT VALLEY	0	1	1	0.01%	99.85%
213	PORTAGEVILLE	0	1	1	0.01%	99.86%
214	RIVERVIEW	0	1	1	0.01%	99.88%
215	ROGERSVILLE	1	0	1	0.01%	99.89%
216	SALISBURY	0	1	1	0.01%	99.90%
217	SARCOXIE	0	1	1	0.01%	99.91%
218	ST. JAMES	0	1	1	0.01%	99.93%
219	ST. PAUL	1	0	1	0.01%	99.94%
220	THAYER	0	1	1	0.01%	99.95%
221	VALLEY PARK	0	1	1	0.01%	99.96%
222	VELDA CITY	0	1	1	0.01%	99.98%
223	WELDON SPRING	0	1	1	0.01%	99.99%
224	WESTON	0	1	1	0.01%	100.00%
	TOTAL	**782**	**7329**	**8111**		

These are fatalities and disabling injuries that occurred in motorized vehicle crashes involving a young driver (>=15 and <21).

Vehicle types include Passenger Car, Station Wagon, Sport Utility Vehicle, Limousine, Van (8 or less with driver), Small Bus (9-15 with driver), Bus (16 or more with driver), School Bus (less than 16 with driver), School Bus (16 or more with driver), Motorcycle, Motor Home/Camper, Pick-up, Single-Unit Truck (2 axles, 6 tires), Single Unit Truck (3 or more axles), Single-Unit Truck (2 axles, 6 tires), Single-unit Truck (3 or more axles), Truck Tractor with No Units, Truck Tractor with One Unit, Truck Tractor with Two Units, Truck Tractor with Three Units, Other Heavy Truck

2003 - 2005 MISSOURI FATALITIES AND DISABLING INJURIES
INVOLVING A YOUNG DRIVER
RANK-ORDER COUNTY LIST

County Rank	County	Fatalities	Disabling Injuries	Total	% of Total	Accumulative Percent
1	ST. LOUIS	57	660	717	8.84%	8.84%
2	JACKSON	47	528	575	7.09%	15.93%
3	JEFFERSON	30	504	534	6.58%	22.51%
4	ST. CHARLES	21	293	314	3.87%	26.38%
5	CLAY	19	262	281	3.46%	29.84%
6	FRANKLIN	30	244	274	3.38%	33.22%
7	GREENE	33	227	260	3.21%	36.43%
8	ST. LOUIS CITY	38	171	209	2.58%	39.00%
9	BUCHANAN	6	170	176	2.17%	41.17%
10	JASPER	11	151	162	2.00%	43.18%
11	NEWTON	13	130	143	1.76%	44.95%
12	BARRY	13	114	127	1.57%	46.51%
13	PULASKI	7	111	118	1.45%	47.97%
14	LACLEDE	9	108	117	1.44%	49.41%
15	BOONE	20	94	114	1.41%	50.81%
16	CASS	12	98	110	1.36%	52.17%
17	CRAWFORD	7	100	107	1.32%	53.49%
18	POLK	6	97	103	1.27%	54.76%
19	CHRISTIAN	6	96	102	1.26%	56.02%
20	ST. FRANCOIS	10	82	92	1.13%	57.15%
21	PHELPS	8	82	90	1.11%	58.26%
22	BUTLER	6	80	86	1.06%	59.32%
23	STONE	10	76	86	1.06%	60.38%
24	AUDRAIN	5	80	85	1.05%	61.43%
25	PETTIS	5	80	85	1.05%	62.48%
26	JOHNSON	8	75	83	1.02%	63.50%
27	CAMDEN	14	64	78	0.96%	64.46%
28	COLE	3	75	78	0.96%	65.42%
29	PLATTE	12	65	77	0.95%	66.37%
30	HOWELL	9	67	76	0.94%	67.31%
31	LINCOLN	7	68	75	0.92%	68.23%
32	CALLAWAY	13	61	74	0.91%	69.14%
33	MILLER	10	63	73	0.90%	70.04%
34	LAFAYETTE	5	66	71	0.88%	70.92%
35	DENT	4	66	70	0.86%	71.78%
36	SCOTT	4	66	70	0.86%	72.65%
37	CAPE GIRARDEAU	10	57	67	0.83%	73.47%
38	DUNKLIN	9	57	66	0.81%	74.29%
39	STODDARD	8	56	64	0.79%	75.07%
40	TANEY	5	55	60	0.74%	75.81%

41	WEBSTER	3	57	60	0.74%	76.55%
42	BENTON	8	49	57	0.70%	77.26%
43	LAWRENCE	9	48	57	0.70%	77.96%
44	DALLAS	6	50	56	0.69%	78.65%
45	COOPER	5	48	53	0.65%	79.30%
46	WRIGHT	3	46	49	0.60%	79.91%
47	MACON	6	42	48	0.59%	80.50%
48	SALINE	5	43	48	0.59%	81.09%
49	WASHINGTON	8	40	48	0.59%	81.68%
50	DOUGLAS	6	41	47	0.58%	82.26%
51	MARION	3	40	43	0.53%	82.79%
52	ANDREW	7	33	40	0.49%	83.28%
53	OSAGE	3	37	40	0.49%	83.78%
54	ST. CLAIR	1	39	40	0.49%	84.27%
55	VERNON	5	35	40	0.49%	84.76%
56	MCDONALD	4	35	39	0.48%	85.24%
57	TEXAS	5	34	39	0.48%	85.72%
58	WARREN	5	33	38	0.47%	86.19%
59	MORGAN	5	31	36	0.44%	86.64%
60	RIPLEY	2	31	33	0.41%	87.04%
61	MISSISSIPPI	3	29	32	0.39%	87.44%
62	MONITEAU	5	27	32	0.39%	87.83%
63	NEW MADRID	3	29	32	0.39%	88.23%
64	CLINTON	2	29	31	0.38%	88.61%
65	PERRY	2	29	31	0.38%	88.99%
66	RANDOLPH	5	26	31	0.38%	89.37%
67	PIKE	9	21	30	0.37%	89.74%
68	CHARITON	8	21	29	0.36%	90.10%
69	MARIES	0	29	29	0.36%	90.46%
70	PEMISCOT	2	26	28	0.35%	90.80%
71	ADAIR	3	24	27	0.33%	91.14%
72	BATES	6	20	26	0.32%	91.46%
73	NODAWAY	3	23	26	0.32%	91.78%
74	OREGON	5	21	26	0.32%	92.10%
75	GASCONADE	3	22	25	0.31%	92.41%
76	MADISON	4	21	25	0.31%	92.71%
77	OZARK	1	24	25	0.31%	93.02%
78	STE. GENEVIEVE	3	22	25	0.31%	93.33%
79	IRON	0	24	24	0.30%	93.63%
80	GRUNDY	4	19	23	0.28%	93.91%
81	HICKORY	1	22	23	0.28%	94.19%
82	BOLLINGER	3	19	22	0.27%	94.46%
83	CEDAR	2	20	22	0.27%	94.74%
84	HOWARD	2	20	22	0.27%	95.01%
85	RAY	3	19	22	0.27%	95.28%
86	BARTON	6	15	21	0.26%	95.54%
87	HENRY	2	19	21	0.26%	95.80%
88	MONROE	2	18	20	0.25%	96.04%

89	HARRISON	3	16	19	0.23%	96.28%
90	RALLS	2	17	19	0.23%	96.51%
91	MONTGOMERY	1	17	18	0.22%	96.73%
92	REYNOLDS	3	15	18	0.22%	96.96%
93	LEWIS	3	14	17	0.21%	97.16%
94	LINN	2	14	16	0.20%	97.36%
95	WAYNE	2	13	15	0.18%	97.55%
96	HOLT	1	13	14	0.17%	97.72%
97	LIVINGSTON	3	11	14	0.17%	97.89%
98	SCOTLAND	0	14	14	0.17%	98.06%
99	DADE	2	11	13	0.16%	98.22%
100	DEKALB	3	10	13	0.16%	98.39%
101	MERCER	1	11	12	0.15%	98.53%
102	SHANNON	1	11	12	0.15%	98.68%
103	WORTH	0	12	12	0.15%	98.83%
104	CALDWELL	4	7	11	0.14%	98.96%
105	CLARK	1	10	11	0.14%	99.10%
106	DAVIESS	3	8	11	0.14%	99.24%
107	ATCHISON	1	9	10	0.12%	99.36%
108	CARTER	2	8	10	0.12%	99.48%
109	GENTRY	1	9	10	0.12%	99.61%
110	KNOX	0	8	8	0.10%	99.70%
111	SCHUYLER	0	8	8	0.10%	99.80%
112	CARROLL	1	6	7	0.09%	99.89%
113	SHELBY	0	6	6	0.07%	99.96%
114	SULLIVAN	1	2	3	0.04%	100.00%
115	PUTNAM	0	0	0	0.00%	100.00%
	TOTAL	**782**	**7329**	**8111**		

These are fatalities and disabling injuries that occurred in motorized vehicle crashes involving a young driver (>=15 and <21).

Vehicle types include Passenger Car, Station Wagon, Sport Utility Vehicle, Limousine, Van (8 or less with driver), Small Bus (9-15 with driver), Bus (16 or more with driver), School Bus (less than 16 with driver), School Bus (16 or more with driver), Motorcycle, Motor Home/Camper, Pick-up, Single-Unit Truck (2 axles, 6 tires), Single Unit Truck (3 or more axles), Single-Unit Truck (2 axles, 6 tires), Single-unit Truck (3 or more axles), Truck Tractor with No Units, Truck Tractor with One Unit, Truck Tractor with Two Units, Truck Tractor with Three Units, Other Heavy Truck

OLDER DRIVERS – 65 YEARS OF AGE AND OVER

Background

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62% increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Being able to go where we want and when we want is important to our quality of life. Personal mobility is often inextricably linked to the ability to drive a car. However, as we age our ability to drive a motor vehicle may be compromised by changes in vision, attention, perception, memory, decision-making, reaction time, and aspects of physical fitness and performance.

A wide variety of age-related decreases in physical and mental abilities can contribute to decreased driving ability, as implied by reports that elderly drivers drive less as they age, while collisions per mile driven increase. Drivers 65 and older who are injured in automobile crashes are more likely than younger drivers to die from their injuries. Accordingly, several reports have noted that per mile driven, older drivers experience higher crash fatality rates than all but teen-age drivers. Furthermore, as drivers age past 65, fatality rates multiply as indicated by reports that fatal crash rates for drivers 85 years and older are nearly three times that of drivers aged 55 through 74.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility, natural occurrences of aging, cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

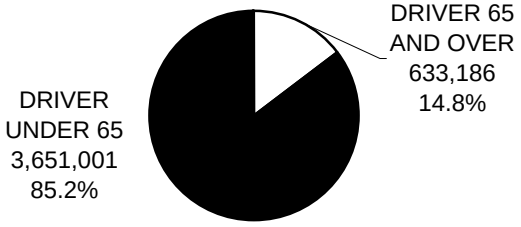
The good news is that older drivers who keep track of changes in their eyesight, physical fitness and reflexes may be able to adjust their driving habits so they stay safer on the road. The Missouri Department of Transportation has also begun implementing numerous countermeasures to address visibility issues with older drivers. Roadway markings and highway signs have been modified to utilize material and paint with higher retro-reflectivity. Advance street name signs and wrong-way arrows on ramps have been installed on the highways. Center and edgeline rumble strips and rumble stripes have been installed with this highly reflective material and the width of the stripes have been increased. Interstate mile markers have been redesigned for higher visibility. Signs have been revamped to incorporate a type font that is more clearly seen.

In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

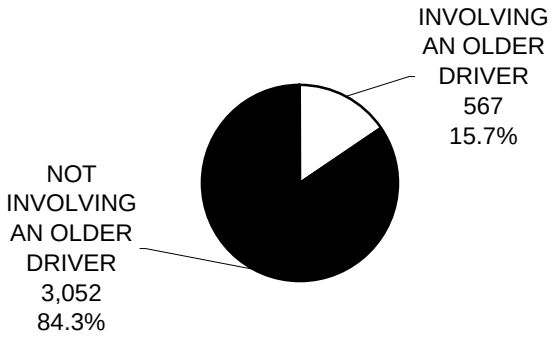
There were 633,186 persons 65 years of age and over licensed in Missouri in 2005. They accounted for 14.8% of the 4,284,187 persons licensed in the State. Of all 2003-2005 fatal and disabling injury crashes in Missouri, 12.4% involved an older driver. In 2003-2005, 567 persons were killed and 3,341 were seriously injured in traffic crashes involving an older driver.

OLDER DRIVER INVOLVEMENT IN MISSOURI TRAFFIC CRASHES

2005 MISSOURI LICENSED DRIVERS DRIVER AGE



PERSONS KILLED



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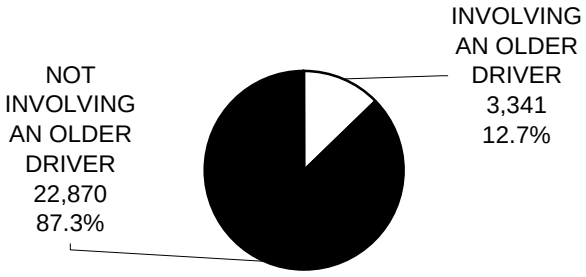
PERSONS SERIOUSLY INJURED



Unknown data not included

Benchmarks

1. 2% decrease in number of fatalities and disabling injuries resulting from crashes involving older drivers in comparison to the previous 3-year total (2003-2005 = 3,908)

Performance Measures

We will continue to track crashes involving older drivers and assess specific contributing factors that occur with more frequency in these crashes.

Strategies

- Continue Mature Driving Task Force meetings directed at developing countermeasures to reduce crashes involving older drivers
- Develop public informational materials based on current research to assist older drivers and their families; distribute materials through locations frequented by the older driver population
- Distribute the *Older Drivers* brochure developed by NHTSA
- Conduct *Drive Well* and *Car Fit* NHTSA training sessions in selected regions of the state
- Implement strategies outlined in *Missouri's Blueprint for Safer Roadways*
- Identify medications and medical conditions that affect older drivers' fitness to drive
- Form a speaker's bureau to address the risks traffic safety poses for older drivers and tips for preventing such risks
- Design an assessment tool for older drivers which can be used by driver examiners
- Train driver examiners and driver license personnel to identify and assess unfit drivers
- Train and encourage doctors and others in the medical profession to identify the signs of impairment specific to older drivers
- Train law enforcement personnel to identify signs of impairment specific to older drivers
- Identify and promote a self-assessment tool so older drivers can check their driving abilities

COMMERCIAL MOTOR VEHICLES

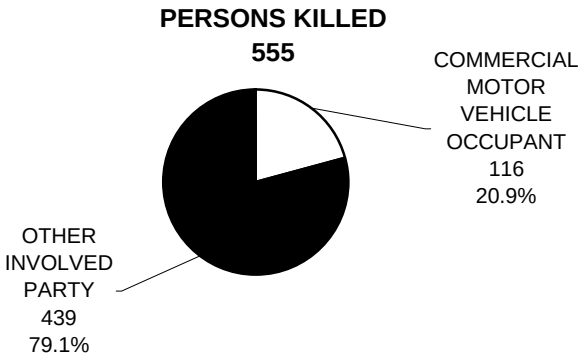
Background

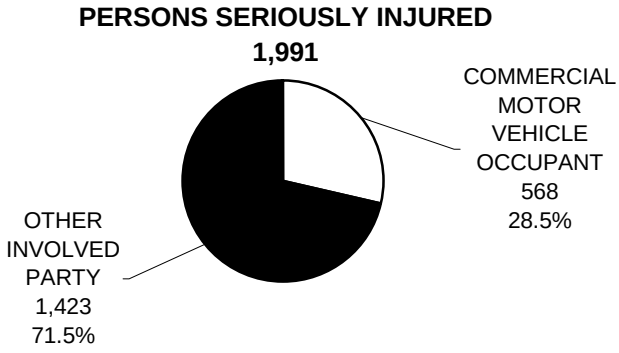
Large trucks have blind spots – ***No Zones*** – around the front, back and sides of the truck which make it difficult for the driver to see. It is terribly important that drivers not hang out in the ***No Zone*** of a commercial vehicle. Because most commercial motor vehicles (CMV) are large transport devices, which are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles with which they collide. When analyzing the types of persons killed or injured in commercial motor vehicles crashes, the great majority were not the commercial motor vehicle drivers or passengers.

Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 2003-2005, there were 540,126 traffic crashes in the State. In these crashes, 41,734 or 7.7% involved at least one commercial motor vehicle. However, there were 3,216 traffic crashes where one ore more persons died. In these incidents, 471 or 14.6% involved at least one commercial motor vehicle.

Of those killed in 2003–2005 CMV crashes, 116 (20.9%) were CMV drivers or passengers but 439 (79.1%) were other parties in the incident. When examining disabling injuries, 568 (28.5%) were CMV occupants while 1,423 (71.5%) were some other party.

2003-2005 MISSOURI COMMERCIAL MOTOR VEHICLE INVOLVED TRAFFIC CRASHES





The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices will be detected and corrected before they become contributing factors to crashes. The Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. The MCSAP plan is submitted to the Federal Highway Administration. Benchmarks and strategies are outlined within the MCSAP Plan.

MOTORCYCLE CRASHES

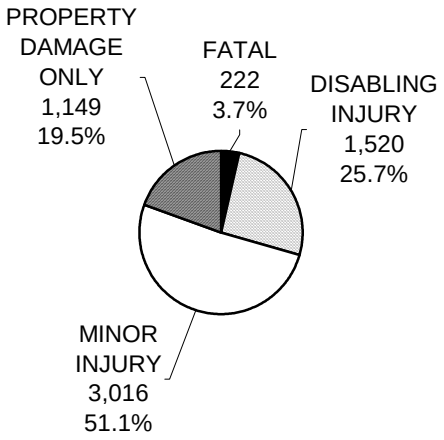
Background

A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error – how much extra time and space they need given their skill level.

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. In the 2006 national rankings of the 50 States, DC and Puerto Rico, Missouri ranked 8th of the ten best in the nation – Missouri's motorcycle helmet law has undoubtedly had an impact on the relatively low motorcycle fatality rate per 100,000 population.

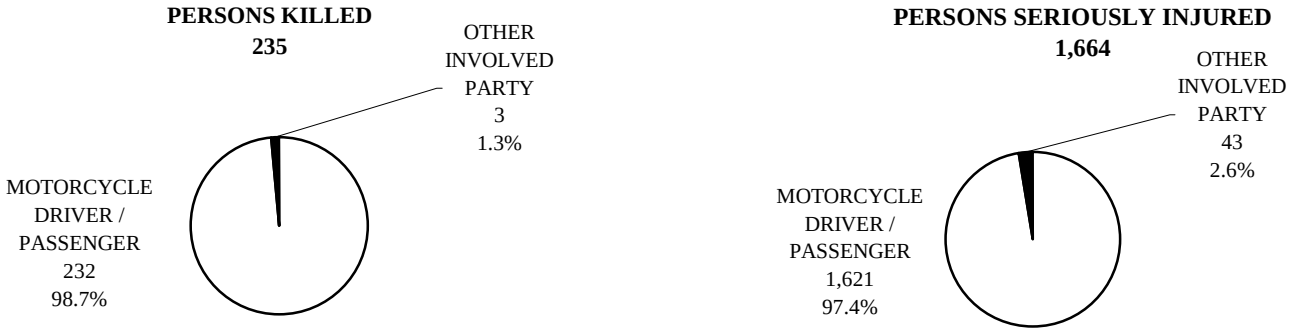
Of the 540,126 traffic crashes in 2003-2005, 0.6% resulted in a fatality and 3.6% involved someone being seriously injured in the incident. During the same period, there were 5,907 traffic crashes involving motorcycles. In these incidents, 3.8% resulted in one or more persons being killed, 27.3% resulted in a serious injury and 51.1% resulted in a minor injury.

2003 – 2005 MISSOURI MOTORCYCLE INVOLVED CRASHES
5,907



In most instances, motorcycle drivers or passengers are the ones killed and seriously injured when they are involved in a traffic crash. Of the 235 killed in motorcycle-involved crashes, 232 were motorcycle drivers/passengers and three were some other person in the incident. Of the 1,664 seriously injured, 1,621 were motorcycle drivers/passengers while 2.3% were some other person in the incident.

2003 – 2005 MISSOURI MOTORCYCLE INVOLVED TRAFFIC CRASHES
(Person Involvement)



A significant number of motorcyclists and their passengers killed and seriously injured in Missouri traffic crashes are young. Of those killed, 9.5% were under the age of 21 and 8.4% of those seriously injured were in this age group.

2003-2005 MISSOURI MOTORCYCLE DRIVERS AND PASSENGERS KILLED AND SERIOUSLY INJURED IN MISSOURI TRAFFIC CRASHES
(Age by Personal Injury Severity)

	KILLED			SERIOUSLY INJURED			TOTAL	
Age (Years)	**Number**	**%**	**Without Helmets**	**Number**	**%**	**Without Helmets**	**Number**	**%**
00 - 20	22	9.5%	5	136	8.4%	21	160	8.6%
21 - 40	99	42.7%	12	653	40.3%	52	754	40.7%
41 - 60	94	40.5%	10	735	45.3%	27	830	44.8%
61 and over	17	7.3%	0	92	5.7%	0	109	5.9%
Unknown age	-	-	-	5	.3%			
Total	232	100.0%	34	1621	100.0%	136	1853	100.0%

Benchmarks

1. 2% reduction in fatalities and disabling injuries resulting from crashes involving motorcycles in comparison to the previous 3-year period (2003-2005 = 1,899)

Performance Measures

Missouri's motorcycle safety program (administered by the Missouri Safety Center at Central Missouri State University) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

Strategies

- Continue to provide motorcycle rider education statewide in order to train 4500 riders annually
- Conduct a minimum of two RiderCoaches (Instructor) Preparation courses per year over the next five years in order to train and expand base of certified motorcycle RiderCoaches
- Develop three motorcycle public information and education campaigns – impaired riding; motorists' awareness of motorcyclists; proper protective gear – to include billboards, print materials (pamphlets and posters), radio spots, and television spots; distribute print materials statewide through the DOR field offices, MSHP examination stations, dealerships, etc.
- Increase the number of permanent training sites by one, based on demand, ridership, crash data and geographic locations
- Actively participate in Missouri's Motorcycle Safety Committee and incorporate their suggestions into our strategies for reducing motorcycle-related deaths and fatalities
- Develop a strategic plan for Missouri that focuses on solutions incorporating enforcement, education and engineering countermeasures

CRASHES INVOLVING SCHOOL BUSES

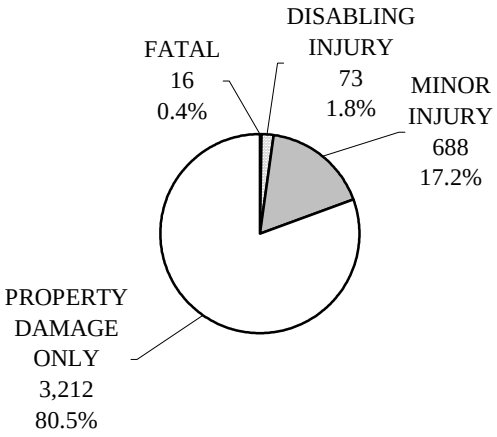
Background

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

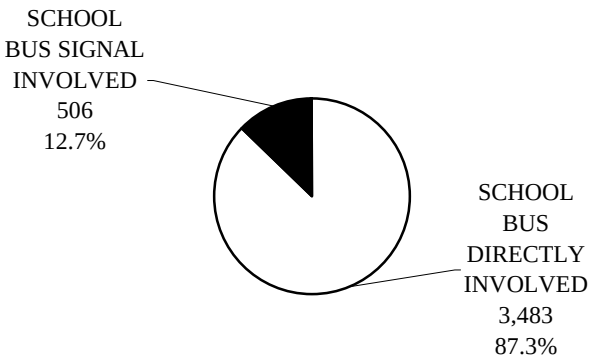
A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri, but they are significant due to their potential for causing death and serious injury to young children. Of all 2003-2005 Missouri traffic crashes, .7% a school bus or school bus signal. In 87.3% of the school bus crashes, a school bus was directly involved in the crash and in 12.7% of the crashes, no school bus was directly involved but a school bus signal was involved.

2003-2005 MISSOURI SCHOOL BUS INVOLVED TRAFFIC CRASHES

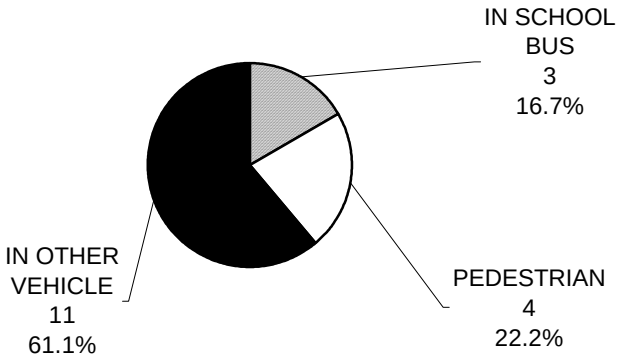


SCHOOL BUS INVOLVEMENT TYPE
2003-2005 MISSOURI SCHOOL BUS INVOLVED TRAFFIC CRASHES

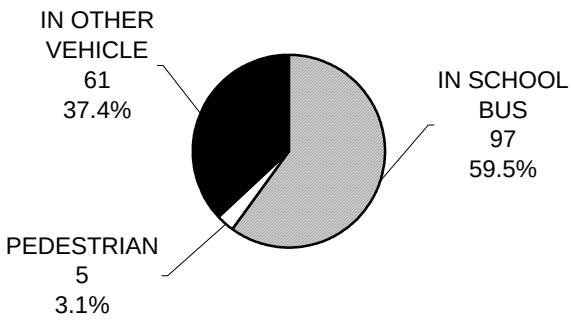


Of the 18 persons killed during 2003-2005 in crashes involving school buses, three were actual occupants of the school bus, four were pedestrians, and the remaining 11 were some other person in the incident. Of the 163 persons seriously injured, 97 were occupants of the school bus, five were pedestrians and 61 were some other person in the incident.

LOCATIONS OF PERSONS KILLED IN 2003-2005 SCHOOL BUS INVOLVED TRAFFIC CRASHES
18



LOCATIONS OF PERSONS SERIOUSLY INJURED IN 2003-2005 SCHOOL BUS INVOLVED TRAFFIC CRASHES -- 163



A significant number of persons killed or seriously injured in crashes involving school buses are young.

PERSONS KILLED AND SERIOUSLY INJURED IN 2003-2005 SCHOOL BUS INVOLVED TRAFFIC CRASHES
(Age by Personal Injury Severity by Involvement)

	IN BUS		PEDESTRIAN		IN OTHER VEHICLE	
Age	**Killed**	**Disabling Injuries**	**Killed**	**Disabling Injuries**	**Killed**	**Disabling Injuries**
0 – 4	0	0	0	0	0	2
5 – 8	0	26	2	2	0	0
9 - 20	1	47	2	1	0	19
21 +	2	24	0	2	11	39
Total	3	97	4	5	11	60

Benchmarks

1. 2% reduction in the number of fatalities and disabling injuries resulting from crashes involving school buses in comparison to the previous 3-year period (2003-2005 = 3,989)

Performance Measures

Assess crashes involving school buses to determine the number of crashes, whether injuries involve passengers inside the bus or individuals outside the bus, and determine whether injuries occurring inside the bus are minor, moderate, or serious.

Strategies

- Implement, if feasible, recommendations made by the Governor's School Bus Task Force
- Continue to serve on any state school bus safety committees
- Continue to support the NHTSA training, "Child Passenger Safety for School Buses"
- Expand current public awareness materials to address compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones, and sharing the road with school buses

VULNERABLE ROADWAY USERS

Census estimates for 2005 put Missouri's population at 5.8 million; of those, 4.28 million were licensed drivers. The remaining 1.5 million Missourians are unlicensed. While many of these individuals may take alternative means of transportation, many thousands of other Missourians rely on non-motorized transportation options such as walking and bicycling.

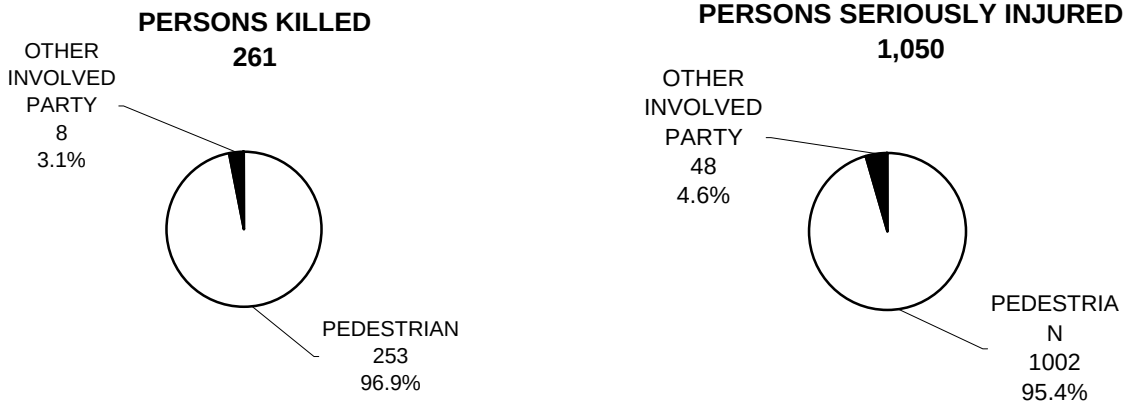
Both walking and bicycling have the potential to provide physical and health benefits, but they also have the potential for serious or fatal injuries if involved in a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (.9% and .4% of all crashes, respectively); however, when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety. The motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users.

Pedestrians

For the period 2003-2005, there were 253 fatal pedestrian-involved crashes and 974 disabling injury pedestrian-involved crashes. During that 3-year period, of the 261 persons killed in pedestrian involved crashes, 253 (96.9%) were the pedestrians. Of the 1,050 seriously injured in pedestrian involved crashes, 1,002 (95.4%) were the pedestrians.

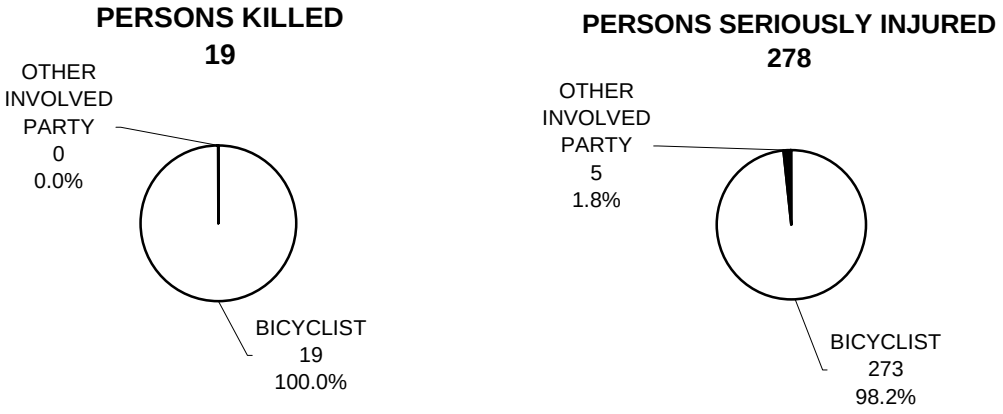
2003 – 2005 MISSOURI PEDESTRIAN INVOLVED TRAFFIC CRASHES (Person Involvement)



Bicyclists

For the period 2003-2005, there were 19 fatal bicycle-involved crashes and 272 disabling injury bicycle-involved crashes. For that same 3-year period, of the 19 persons killed in bicycle-involved crashes, all (100%) were bicyclists. Of the 258 persons seriously injured in bicycle-involved crashes, 273 (98.2%) were the bicyclists.

2003-2005 MISSOURI BICYCLE INVOLVED TRAFFIC CRASHES
(Person Involvement)



Benchmarks

1. 2% reduction in number of people killed in crashes involving pedestrians in comparison to the previous 3-year period (2003-2005 = 261)
2. 2% reduction in the number of people seriously injured in comparison to the previous 3-year period (2003-2005 = 1,050)
3. 1% reduction in number of people killed in crashes involving bicycles in comparison to the previous 3-year period (2003-2005 = 19)
4. 2% reduction in number of people seriously injured in comparison to the previous 3-year period (2003-2005 = 278)

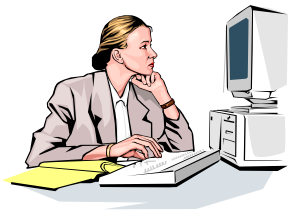
Performance Measures

Continue to track fatal and disabling injury crashes involving pedestrians and bicyclists

Strategies

- Serve on the MoDOT Bicycle and Pedestrian Advisory Committee
- Administer the Safe Routes to School federal grant program through FHWA
- Educate the motoring public on sharing the road safely with pedestrians and bicyclists
- Educate pedestrians and bicyclists on safely interacting with motor vehicles
- Purchase helmets for distribution by the Brain Injury Association
- Utilize Safe Communities to conduct bicycle rodeos (or similar programs) and other bicycle safety events and awareness programs

ENGINEERING SERVICES AND DATA COLLECTION



Engineering Services

Traffic engineering is a vital component of the traffic safety countermeasure picture. The techniques engineers use to design roads certainly affect the safety of motorists. Engineering approaches offer two basic types of countermeasures against drivers committing hazardous moving violations: highway design and traffic operations. With highway design, the roads can be redesigned to add capacity or accommodate increased traffic. Highway design can also mitigate the injury consequences for motorists who come into contact with aggressive, impaired, or distracted drivers. Effective traffic engineering offers a way to accommodate increased traffic flow, or at least get it under control, without building new roads.

Local Community Traffic Assistance

Technical expertise is also provided to cities/counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Highway Safety Division allocates funding for consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

Training

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through the Missouri Department of Transportation.

An instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers that provides them fifteen professional development hours. Participants will receive training on pinpointing typical traffic problems, roadway and signing defects, and identifying solutions for high-crash locations.

Data Collection

Each state has developed, to varying degrees, systems for the collection, maintenance and analysis of traffic safety data. Motor vehicle crash data tell us about the characteristics of the crash and the vehicles and persons involved. Crash data elements describe the date, time, location, harmful events, type of crash, weather and contributing circumstances. Vehicle data elements describe the vehicle in terms of the make, year, type, role, actions, direction, impact, sequence of events, and damaged areas. Person data elements describe all persons involved by age, sex, injury status and type. Additional information describing the vehicle number, seating position, use of safety equipment, driver status information, non-motorist status, alcohol/drug involvement, and EMS transport status is collected when relevant to the person involved.

STARS Maintenance and Traffic Safety Compendium

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS), which is the repository for all crash statistics. The Traffic Safety Compendium is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash

data especially as it relates to contributing circumstances that caused the crash. This crash information is shared with MoDOT's traffic division.

Law Enforcement Traffic Software (LETS)

This web-based computerized system for collection and comprehensive management of traffic data provides on-line information concerning traffic activities and needs for local law enforcement agencies. LETS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports. This web-based program replaces the former stand-alone program known as MOTIS. The LETS software will be able to electronically transfer crash data to the STARS database when that system is capable of receiving the data.

Benchmarks

1. Production of the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Provide consultant assistance to local communities for traffic and bridge engineering
3. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be dependent upon conference costs based on location and travel constraints)
4. Continue LETS software improvement and training
5. Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs

Performance Measures

MoDOT, the State Highway Patrol, the Missouri Safety Center at CMSU, and the statewide Traffic Records Committee will continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Crash statistics will be evaluated by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

Strategies

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance
- Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Highway Safety Division and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide training to assure state and local engineers are kept abreast of current technology
- Train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS
- Implement, where possible, recommendation of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes
- Continue to serve on the Traffic Records committee and assist in the update of the Missouri Traffic Records Strategic Plan
- Implement recommendations of the 2006 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines)

FY ’07 BUDGET

and

PROJECT LISTING

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
	PLANNING AND ADMINISTRATION								
MO. Division of Highway Safety	P & A Coordination		$ 200,000.00						
	TOTAL PA	$ 200,000.00							
	POLICE TRAFFIC SERVICES								
MO. Division of Highway Safety	PTS Coordination		$ 115,000.00						
MO. Division of Highway Safety	LETSAC		$ 25,000.00						
MO. Division of Highway Safety	REJIS		$ 15,040.00						
MO. Division of Highway Safety	Public Opinion Surveys		$ 150,000.00						
MO. Division of Highway Safety	PI&E General		$ 80,000.00						
MO. Division of Highway Safety	Statewide HMV		$ 35,000.00						
MO. Division of Highway Safety	Mature Driver Program		$ 50,000.00						
MO. Division of Highway Safety	Workshops		$ 10,000.00						
MO. Division of Highway Safety	Operation Lifesaver		$ 57,000.00						
MO. Division of Highway Safety	Tween Program Activity		$ 75,000.00						
MO. Division of Highway Safety	Young Driver Program		$ 75,000.00						
MO. Division of Highway Safety	Work Zone PI&E		$ 125,000.00						
MO. Division of Highway Safety	MoDOT Conference		$ 30,000.00						
MO. Division of Highway Safety	OP PI&E (CIOT)		$ 225,000.00						
MO. Division of Highway Safety	PR Firm Contract		$ 75,000.00						
MO. Division of Highway Safety	Restrain Yourself		$ 25,000.00						
MO. Division of Highway Safety	Pickup Truck Program		$ 75,000.00						
Arnold Police Department	Hazardous Moving Violation		$ 7,680.00						
Ballwin Police Department	Hazardous Moving Violation		$ 3,936.00						
Bellefontaine Neighbors PD	Hazardous Moving Violation		$ 7,007.04						
Belton Police Department	Speed Enforcement		$ 5,826.00						
Belton Police Department	Occupant Protection		$ 2,048.00						
Belton Police Department	Hazardous Moving Violation		$ 7,394.00						
Blue Springs Police Department	Occupant Protection		$ 4,320.00						
Blue Springs Police Department	Hazardous Moving Violation		$ 8,500.00						

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Boone County Sheriff	Hazardous Moving Violation		$ 12,519.36						
Bowling Green Police Dept.	Hazardous Moving Violation		$ 3,390.00						
Bridgeton Police Department	Hazardous Moving Violation		$ 6,025.08						
Camdenton Police Department	Occupant Protection		$ 4,968.86						
Cape Girardeau Police Dept.	Hazardous Moving Violation		$ 8,500.00						
Cass County Sheriff	Speed Enforcement		$ 3,780.00						
Cass County Sheriff	Hazardous Moving Violation		$ 5,417.50						
Chesterfield Police Department	Educational Projects		$ 31,000.00						
Christian County Sheriff	Hazardous Moving Violation		$ 11,013.13						
Clark County Sheriff	Hazardous Moving Violation		$ 3,504.00						
Clay County Sheriff	Speed Enforcement		$ 6,500.00						
Clay County Sheriff	Hazardous Moving Violation		$ 4,950.00						
Clinton Police Department	Hazardous Moving Violation		$ 8,305.20						
Cole County Sheriff	Hazardous Moving Violation		$ 7,650.00						
Cooter Police Department	Hazardous Moving Violation		$ 6,170.00						
Creve Coeur Police Dept	Work Zone Project		$ 36,750.00						
Creve Coeur Police Dept	Speed Enforcement		$ 5,300.00						
Crystal City Police Department	Hazardous Moving Violation		$ 7,800.00						
Crystal City Police Department	Speed Enforcement		$ 7,800.00						
DeSoto Police Department	Hazardous Moving Violation		$ 4,480.00						
Edmundson Police Department	Hazardous Moving Violation		$ 2,400.00						
Eureka Police Department	Hazardous Moving Violation		$ 28,915.20						
Farmington Police Department	Hazardous Moving Violation		$ 5,980.00						
Ferguson Police Department	Hazardous Moving Violation		$ 6,912.00						
Festus Police Department	Hazardous Moving Violation		$ 10,020.00						
Festus Police Department	Red Light Running		$ 3,000.00						
Festus Police Department	Speed Enforcement		$ 5,010.00						
Franklin County Sheriff	Speed Enforcement		$ 22,152.00						
Gladstone DPS	Hazardous Moving Violation		$ 9,900.00						
Grain Valley Police Department	Hazardous Moving Violation		$ 6,720.00						

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Grandview Police Department	Hazardous Moving Violation		$ 9,984.00						
Greene County Sheriff	Speed Enforcement		$ 42,740.00						
Hannibal Police Department	Hazardous Moving Violation		$ 10,500.00						
Harrisonville Police Department	Hazardous Moving Violation		$ 4,018.50						
Hazelwood Police Department	Speed Enforcement		$ 13,331.30						
Henry County Sheriff	Hazardous Moving Violation		$ 7,770.00						
Herculaneum Police Dept	Hazardous Moving Violation		$ 5,848.00						
Howell County Sheriff	Hazardous Moving Violation		$ 7,912.00						
Independence Police Dept	Hazardous Moving Violation		$ 99,960.00						
Independence Police Dept	Red Light Running		$ 26,010.00						
Jackson Police Department	Hazardous Moving Violation		$ 1,500.00						
Jackson County Sheriff	Hazardous Moving Violation		$ 20,010.00						
Jackson County Sheriff	JCSO Traffic Unit		$ 237,028.00						
Jasco-Metropolitan	Hazardous Moving Violation		$ 3,000.00						
Jasper County Sheriff	Hazardous Moving Violation		$ 11,100.00						
Jefferson City Police Dept	Hazardous Moving Violation		$ 20,160.00						
Jefferson County Sheriff	Speed Enforcement		$ 35,850.00						
Jefferson County Sheriff	Hazardous Moving Violation		$ 114,650.00						
Jennings Police Department	Hazardous Moving Violation		$ 6,000.00						
Johnson County Sheriff	Hazardous Moving Violation		$ 25,926.00						
Joplin Police Department	Hazardous Moving Violation		$ 11,200.50						
Kahoka Police Department	Hazardous Moving Violation		$ 2,700.00						
Kansas City Police Department	Hazardous Moving Violation		$ 78,400.00						
Kansas City Police Department	Speed Enforcement		$ 42,400.00						
Kansas City Police Department	Speed Enforcement		$ 58,800.00						
Kansas City Police Department	Occupant Protection		$ 49,400.00						
Kennett Police Department	Speed Enforcement		$ 14,400.00						
Kennett Police Department	Occupant Protection		$ 3,600.00						
Lake St. Louis Police Dept.	Speed Enforcement		$ 1,500.00						
Lee's Summit Police Dept	Hazardous Moving Violation		$ 24,000.00						

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Lee's Summit Police Dept	Speed Enforcement		$ 21,000.00						
Liberty Police Department	Hazardous Moving Violation		$ 8,496.00						
Lone Jack Police Department	Speed Enforcement		$ 5,184.00						
Macon County Sheriff	Hazardous Moving Violation		$ 7,500.00						
Manchester Police Department	Hazardous Moving Violation		$ 6,421.44						
Maryland Heights Police Dept	Speed Enforcement		$ 16,225.92						
Moberly Police Department	Hazardous Moving Violation		$ 9,000.00						
Neosho Police Department	Hazardous Moving Violation		$ 4,576.00						
Newton County Sheriff	Hazardous Moving Violation		$ 28,000.00						
North Kansas City Police Dept	Hazardous Moving Violation		$ 7,299.84						
O'Fallon Police Department	Speed Enforcement		$ 10,048.56						
Olivette Police Department	Hazardous Moving Violation		$ 2,500.00						
Osage Beach DPS	Hazardous Moving Violation		$ 6,336.00						
Overland Police Department	Speed Enforcement		$ 9,252.00						
Overland Police Department	Hazardous Moving Violation		$ 9,504.00						
Ozark Police Department	Hazardous Moving Violation		$ 11,520.00						
Ozark Police Department	Speed Enforcement		$ 8,640.00						
Peculiar Police Department	Hazardous Moving Violation		$ 6,624.00						
Pemiscot County Sheriff	Hazardous Moving Violation		$ 6,600.00						
Pemiscot County Sheriff	Occupant Protection		$ 6,600.00						
Perryville Police Department	Speed Enforcement		$ 1,881.60						
Pevely Police Department	Hazardous Moving Violation		$ 13,750.00						
Pevely Police Department	Speed Enforcement		$ 15,840.00						
Pineville Police Department	Hazardous Moving Violation		$ 3,000.00						
Platte County Sheriff	Hazardous Moving Violation		$ 16,440.00						
Pleasant Hill Police Department	Hazardous Moving Violation		$ 10,071.00						
Ralls County Sheriff	Speed Enforcement		$ 2,880.00						
Raymore Police Department	Hazardous Moving Violation		$ 10,512.00						
Raytown Police Department	Hazardous Moving Violation		$ 9,885.12						
Riverside DPS	Hazardous Moving Violation		$ 10,129.35						

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Riverside DPS	School Bus Stop Sign Enforcement		$ 1,578.60						
Sedalia Police Department	Hazardous Moving Violation		$ 9,293.40						
Smithville Police Department	Hazardous Moving Violation		$ 4,050.00						
Springfield Police Department	Hazardous Moving Violation		$ 23,896.00						
St. Charles City Police Dept	Hazardous Moving Violation		$ 16,128.00						
St. Charles City Police Dept	Red Light Running		$ 12,096.00						
St. Charles City Police Dept	Speed Enforcement		$ 24,192.00						
St. John Police Department	Hazardous Moving Violation		$ 6,018.00						
St. Joseph Police Department	Occupant Protection		$ 6,102.54						
St. Joseph Police Department	Hazardous Moving Violation		$ 8,016.60						
St. Louis Metro Police Dept	Hazardous Moving Violation		$ 95,053.70						
St. Louis Metro Police Dept	Speed Enforcement		$ 95,053.70						
St. Louis County Police Dept	Highway Safety Team		$ 237,972.96						
Stone County Sheriff	Speed Enforcement		$ 3,445.00						
Town & Country Police Dept	Speed Enforcement		$ 6,750.00						
Troy Police Department	Speed Enforcement		$ 6,336.00						
Union Police Department	Hazardous Moving Violation		$ 19,584.00						
Washington Police Department	Hazardous Moving Violation		$ 23,450.00						
West Plains Police Department	Hazardous Moving Violation		$ 14,252.16						
Willard Police Department	Hazardous Moving Violation		$ 7,000.00						
Willow Springs Police Dept	Hazardous Moving Violation		$ 4,000.00						
Missouri Safety Center	Driver Improvement Program		$ 37,515.00						
Missouri Safety Center	Law Enforcement Training (Crash Investigation)		$ 90,750.00						
Missouri Safety Center	Occupant Protection (Teen Survey)		$ 65,000.00						
Missouri Safety Center	Occupant Protection (Statewide Seat belt Survey)		$ 100,000.00						
Missouri Safety Center	Occupant Protection (LE OT for CIOT)		$ 200,000.00						
Missouri Safety Center	Occupant Protection (Youth Enforcement STEP)		$ 80,000.00						
Missouri Safety Center	Occupant Protection (CPS Survey)		$ 30,000.00						
Missouri Southern State Univ	Law Enforcement Training		$ 60,000.00						
University of MO Curators	Think First		$ 242,250.00						

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Univ. of MO Kansas City	Hazardous Moving Violation		$ 10,117.80						
Washington University	Educational Projects (Mature Driver Booklet)		$ 59,685.50						
Washington University	Educational Projects (Training on Mature Driving)		$ 61,905.65						
Mo Division of Fire Safety	Emergency Responder Training		$ 23,265.00						
Missouri State Highway Patrol	Occupant Protecton		$ 100,000.00						
Missouri State Highway Patrol	Hazardous Moving Violation		$ 125,000.00						
Missouri State Highway Patrol	Law Enforcement Training		$ 198,621.00						
Missouri State Highway Patrol	Skill Development		$ 32,000.00						
Missouri State Highway Patrol	Speed Enforcement		$ 70,200.00						
	TOTAL PTS PROJECTS		**$ 3,426,565.00**						
	TOTAL 402 FUNDED PROJECTS	$ 4,754,362.99							
	ALCOHOL ENFORCEMENT PROJECTS								
MO. Division of Highway Safety	Youth Alcohol Coordination		$ 60,000.00						
MO. Division of Highway Safety	Parent Guide		$ 75,000.00						
MO. Division of Highway Safety	Alcohol Coordination			$ 90,000.00					
Mo. Div. of Alcohol & Tob	Youth Alcohol			$ 353,615.00					
Mo. Off. Of Pros. Svc.	TS Resource Attorney			$ 159,775.69					
Missouri State Highway Patrol	Sobriety Checkpoint			$ 129,750.00					
Missouri State Highway Patrol	DWI Enforcement			$ 102,144.00					
Missouri State Highway Patrol	DWITS			$ 91,505.00					
Missouri Safety Center	Alcohol Projects (BAT Vans)			$ 375,000.00					
Missouri Safety Center	Alcohol Projects (IDC STEP Enforcement)			$ 150,000.00					
Univ. of Missouri Curators	SMART/CHEERS/Partnership			$ 234,120.24					
Douglas County Sheriff	DWI Enforcement			$ 6,685.00					
Farmington Police Department	DWI Enforcement			$ 5,630.00					
Festus Police Department	DWI Enforcement			$ 5,010.00					
Franklin County Sheriff	Youth Alcohol			$ 10,152.00					
Franklin County Sheriff	DWI Enforcement			$ 18,712.00					

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Franklin County Sheriff	Sobriety Checkpoint			$ 5,155.00					
Kansas City Police Department	Sobriety Checkpoint			$ 105,060.00					
Kansas City Police Department	DWI Enforcement			$ 48,480.00					
Newton County Sheriff	Sobriety Checkpoint			$ 11,124.00					
Newton County Sheriff	DWI Enforcement			$ 5,376.00					
O'Fallon Police Department	Sobriety Checkpoint			$ 7,592.40					
Overland Police Department	DWI Enforcement			$ 6,420.00					
Overland Police Department	Sobriety Checkpoint			$ 6,336.00					
Ozark Police Department	DWI Enforcement			$ 9,760.00					
Ozark Police Department	Sobriety Checkpoint			$ 10,800.00					
Peculiar Police Department	DWI Enforcement			$ 552.00					
Peculiar Police Department	Sobriety Checkpoint			$ 2,070.00					
Perryville Police Department	DWI Enforcement			$ 10,344.00					
Platte County Sheriff	DWI Enforcement			$ 3,342.80					
Platte County Sheriff	Full Time Traffic Officer			$ 17,657.00					
Springfield Police Department	Youth Alcohol			$ 30,604.00					
Springfield Police Department	Sobriety Checkpoint			$ 19,029.00					
St. Louis County Police	Sobriety Checkpoint			$ 25,000.00					
St. Louis Metro Police Dept.	DWI Enforcement			$ 95,053.70					
St. Louis Metro Police Dept.	Sobriety Checkpoint			$ 31,848.67					
Stone County Sheriff	DWI Enforcement			$ 10,765.00					
Troy Police Department	DWI Enforcement			$ 6,336.00					
Troy Police Department	Sobriety Checkpoint			$ 6,336.00					
Union Police Department	DWI Enforcement			$ 19,584.00					
Washington Police Department	Youth Alcohol			$ 4,680.00					
Washington Police Department	Sobriety Checkpoint			$ 3,575.00					
West Plains Police Department	Sobriety Checkpoint			$ 2,391.00					
Willow Springs Police Dept	Sobriety Checkpoint			$ 5,877.00					
Kansas City Police Department	Youth Alcohol			$ 15,000.00					
MO. Division of Highway Safety	Youth Alcohol LE Training				$ 38,000.00				

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
MO. Division of Highway Safety	Youth Prevention and Awareness				$ 35,000.00				
MO. Division of Highway Safety	Sobriety Checkpoint Equipment				$ 30,000.00				
MO. Division of Highway Safety	Statewide DWI				$ 35,000.00				
MO. Division of Highway Safety	DRE Program				$ 30,000.00				
MO. Division of Highway Safety	Southwest DWI Task Force				$ 34,000.00				
MO. Division of Highway Safety	Impaired Driving Program				$ 75,000.00				
MO. Division of Highway Safety	Digital Video System				$ 1,300,000.00				
MO. Division of Highway Safety	Impaired Driving Paid Media				$ 150,000.00				
Missouri Safety Center	Alcohol Projects (Breath Instruments)				$ 272,000.00				
Missouri Safety Center	Law Enforcement Training (Breath Lab)				$ 185,006.00				
Missouri Safety Center	Law Enforcement Training (Impaired Driving)				$ 6,998.40				
Missouri Safety Center	Occupant Protection (Corridor Traffic Enf.)				$ 65,000.00				
Missouri Safety Center	Law Enforcement Training (SFST)				$ 160,242.00				
Missouri Safety Center	Law Enforcement Training (Sobriety Checkpoint Supervisor Training)				$ 32,400.00				
MO Southern State University	Alcohol Projects				$ 66,000.00				
MO Dept. of Revenue	Education Projects				$ 21,504.00				
Springfield Police Department	DWI Enforcement				$ 29,976.00				
MO State Water Patrol	Impaired Operation				$ 27,759.00				
Southeast Missouri State Univ.	Detect Drugs in Blood				$ 19,188.00				
Arnold Police Department	Sobriety Checkpoint				$ 4,000.00				
Arnold Police Department	DWI Enforcement				$ 4,608.00				
Ballwin Police Department	DWI Enforcement				$ 5,125.00				
Belton Police Department	STEP Sobriety Checkpoint				$ 2,304.00				
Belton Police Department	Sobriety Checkpoint				$ 5,880.00				
Belton Police Department	DWI Enforcement				$ 4,935.00				
Blue Springs Police Department	Sobriety Checkpoint				$ 5,510.00				
Boone County Sheriff	Checkpoint/Saturation				$ 9,266.80				
Boone County Sheriff	Full Time Traffic Unit				$ 73,022.64				
Buchanan County Sheriff	Sobriety Checkpoint				$ 10,000.00				
Cape Girardeau County	DWI Enforcement				$ 5,008.50				

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Cape Girardeau Police Dept	DWI Enforcement				$ 13,000.00				
Cape Girardeau Police Dept	Sobriety Checkpoint				$ 2,812.50				
Cass County Sheriff	Sobriety Checkpoint				$ 5,799.99				
Cass County Sheriff	DWI Enforcement				$ 5,400.00				
Cass County Sheriff	Youth Alcohol				$ 3,000.00				
Christian County Sheriff	DWI Enforcement				$ 7,850.50				
Clay County Sheriff	DWI Enforcement				$ 8,450.00				
Cole County Sheriff	Sobriety Checkpoint				$ 6,487.50				
Columbia Police Department	DWI Enforcement				$ 12,025.00				
Creve Coeur Police Dept.	Sobriety Checkpoint				$ 8,010.00				
Creve Coeur Police Dept.	Bat Van Project				$ 2,000.00				
Eureka Police Department	Sobriety Checkpoint				$ 7,269.38				
Eureka Police Department	DWI Enforcement				$ 4,348.70				
Gladstone Dept. of Public Safety	DWI Enforcement				$ 12,740.00				
Grain Valley Police Department	DWI Enforcement				$ 9,188.00				
Greene County Sheriff	DWI Enforcement				$ 60,000.00				
Greene County Sheriff	Youth Alcohol				$ 12,000.00				
Greenwood Police Department	DWI Enforcement				$ 3,000.00				
Hannibal Police Department	DWI Enforcement				$ 8,000.00				
Harrisonville Police Dept.	DWI Enforcement				$ 5,164.00				
Harrisonville Police Dept.	Sobriety Checkpoint				$ 4,240.00				
Hayti Police Department	DWI Enforcement				$ 4,772.00				
Herculaneum Police Department	DWI Enforcement				$ 8,564.00				
Howell County Sheriff	DWI Saturation				$ 7,312.00				
Independence Police Dept.	DWI Enforcement				$ 85,000.00				
Independence Police Dept.	Sobriety Checkpoint				$ 31,875.00				
Independence Police Dept.	Youth Alcohol				$ 34,000.00				
Jackson County Sheriff	DWI Enforcement				$ 10,020.00				
Jackson County Sheriff	Sobriety Checkpoint				$ 9,000.00				
Jackson County Sheriff	Youth Alcohol				$ 10,020.00				

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
Jasco-Metropolitan	DWI Enforcement				$ 2,400.00				
Jasco-Metropolitan	Sobriety Checkpoint				$ 5,000.00				
Jasper County Sheriff	DWI Enforcement				$ 15,825.00				
Jasper County Sheriff	Youth Alcohol				$ 2,000.00				
Jefferson County Sheriff	Sobriety Checkpoint				$ 39,435.00				
Jefferson County Sheriff	DWI Enforcement				$ 122,550.00				
Jefferson County Sheriff	Youth Alcohol				$ 125,475.00				
Jennings Police Department	DWI Enforcement				$ 8,250.00				
Jennings Police Department	Sobriety Checkpoint				$ 4,300.00				
Joplin Police Department	Youth Alcohol				$ 8,711.50				
Joplin Police Department	DWI Enforcement				$ 11,200.50				
KCMSD Safe & Drug Free	Youth Alcohol				$ 25,500.00				
Kennett Police Department	DWI Enforcement				$ 15,552.00				
Lake St. Louis Police Dept.	DWI Enforcement				$ 1,500.00				
Lake St. Louis Police Dept.	Sobriety Checkpoint				$ 1,500.00				
Lee's Summit Police Dept.	DWI Enforcement				$ 64,800.00				
MADD	Alcohol Projects				$ 105,940.00				
Manchester Police Department	Sobriety Checkpoint				$ 7,115.02				
Maryland Heights Police Dept.	DWI Enforcement				$ 10,677.60				
Osage Beach DPS	Sobriety Checkpoint				$ 3,300.00				
Pevely Police Department	DWI Enforcement				$ 6,530.00				
Pleasant Hill Police Department	DWI Enforcement				$ 8,592.00				
Pleasant Hill Police Department	Sobriety Checkpoint				$ 4,050.00				
Raymore Police Department	Sobriety Checkpoint				$ 6,570.00				
Raymore Police Department	DWI Enforcement				$ 3,504.00				
Riverside DPS	DWI Enforcement				$ 5,291.02				
St. Charles City Police Dept.	Sobriety Checkpoint				$ 7,560.00				
St. Charles City Police Dept.	DWI Enforcement				$ 24,192.00				
St. Charles County Sheriff	DWI Enforcement				$ 12,825.00				
St. Joseph Police Department	DWI Enforcement				$ 8,031.40				

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
St. Joseph Police Department	Sobriety Checkpoint				$ 4,444.75				
St. Joseph Police Department	Youth Alcohol				$ 11,921.40				
Town & Country Police Dept.	DWI Enforcement				$ 6,750.00				
Webb City Police Department	Sobriety Checkpoint				$ 10,800.00				
Webb City Police Department	DWI Enforcement				$ 4,320.00				
	TOTAL ALCOHOL PROJECTS		**$ 135,000.00**	**$ 2,243,247.50**	**$ 3,469,316.91**				
	OCCUPANT PROTECTION								
MO. Division of Highway Safety	Occupant Protection Projects Coordination		$ 40,000.00						
MO. Division of Highway Safety	Occupant Protection		$ 50,000.00						
	TOTAL OCCUPANT PROTECTION (402)	**$ 90,000.00**							
	SAFE COMMUNITIES								
MO. Division of Highway Safety	Safe Communities Coordination		$ 2,000.00						
Cape Girardeau Safe Comm	Safe Communities		$ 83,223.50						
Cape Girardeau Safe Comm	Team Spirit		$ 101,306.00						
Traffic Safety Alliance	Safe Communities		$ 41,695.49						
	TOTAL SAFE COMMUNITIES	**$ 228,224.99**							
	ENGINEERING SERVICES								
MO. Division of Highway Safety	Engineering Services Coordination		$ 3,000.00						
MO. Division of Highway Safety	BEAP TEAP		$ 128,000.00						
	TOTAL ENGINEERING SERVICES	**$ 131,000.00**							
	TRAFFIC RECORDS								
Missouri State Highway Patrol	STARS		$ 282,573.00						
Missouri State Highway Patrol	Statistical Analysis Center		$ 11,000.00						
	TOTAL TRAFFIC RECORDS	$ 293,573.00							
	PAID MEDIA								
MO. Division of Highway Safety	Young Driver Paid Media		$ 150,000.00						
MO. Division of Highway Safety	Mature Driver Paid Media		$ 50,000.00						
MO. Division of Highway Safety	CPS Paid Media		$ 100,000.00						
MO. Division of Highway Safety	Pickup Truck Paid Media		$ 150,000.00						
	TOTAL PAID MEDIA	$ 450,000.00							

Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2003B	154 HE	408	1906
	PROHIBIT RACIAL PROFILING								
Clay County Sheriff	Traffic Data Computer System								$ 17,500.00
Union Police Department	Racial Profiling Data Analysis								$ 2,809.00
	TOTAL PROHIBIT RACIAL PROFILING	$ 20,309.00							
	DATA PROGRAM INCENTIVE								
MO. Division of Highway Safety	LETS Software							$ 25,000.00	
MO. Division of Highway Safety	Traffic Records Coordination							$ 10,000.00	
Missouri Safety Center	Law Enforcement Training (LETS Training)							$ 22,560.00	
	TOTAL DATA PROGRAM INCENTIVE	$ 57,560.00							
	154 HE TRANSFER FUNDS								
MO Dept of Transportation	Hazardous Elimination Materials Projects						$ 15,000,000.00		
	TOTAL 154 HE TRANSFER FUNDS	**$ 15,000,000.00**							
MO. Division of Highway Safety	2003B Carry-over Funds					$ 75,000.00			
	TOTAL 2003B Carry-over Funds	**$ 75,000.00**							